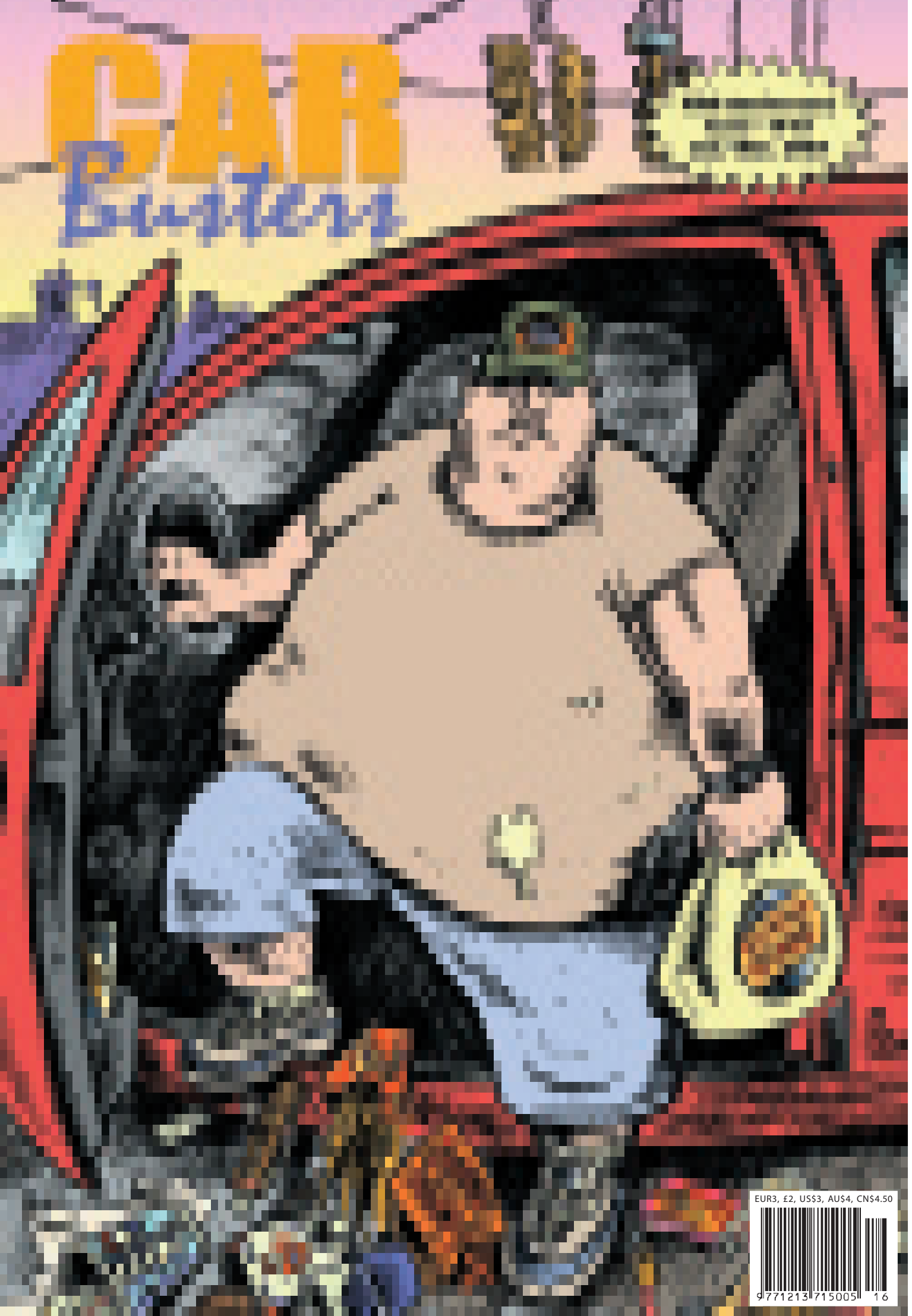
CAR Enthusiast



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CAR Bust-

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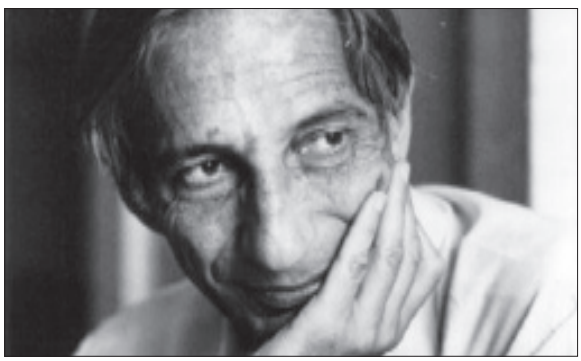
www.ink.uk.com

In Memory: Ivan Illich

We at Car Busters are saddened to report that Ivan Illich—world-renowned writer, critical thinker, philosopher and honorary Car Buster—died of cancer on Monday, Dec. 2 in Bremen, Germany, at age 76. He was buried there at the Oberneulander Cemetary on Thursday, Dec. 5, surrounded by close friends and colleagues.

Born in Vienna in 1926, Ivan was an anarchist polymath known for the laser quality of his mind which allowed him to pierce through many of the opacities and cherished concepts of our times—development, design, health, transport, needs, education—the list goes on and on. He was fluent in at least six languages and his work has been translated into more than twenty-five. His many books and essays serve as intensely provoc-ative invitations for critical thought and action. His classic Energy and Equity (<www.carbusters.org/freesources/EnergyandEquity.php>) is one of the most brilliant and thought-provoking pieces on transport(ation) ever written. It remains as relevant today as in 1973, when it was first published in Le Monde.



In the days between his death and burial many people gathered in his Bremen home to celebrate the wake and to bid him farewell. Kreftingstrasse 16 was and will continue to be somewhat of an open house of ideas, with both organised and informal discussions and seminars throughout the year.

It was there that I had the pleasure of joining Ivan and his friends and colleagues for an unforgettable visit for several days in November 2001. This launched our continuing collaborative work on transport(ation) and urban form with Illich's close colleagues from the "PUDEL" circle, which lives on. In the time before his death, Ivan had been assisting Jean Robert and Sajay Samuel with a four-volume reader series for Car Busters on transport(ation) and urban form.

The world has lost a great thinker. Ivan Illich's many friends and close colleagues around the world will miss him dearly. Let us honor his death by reading or re-reading some of his important works and sharing in his spirit of radical thought and action.

- Randy Ghent

Many of Illich's books and writings can be found on-line at (<www.preservenet.com/theory/Illich.html>). For the best and most comprehensive obituary so far, from The Guardian, see (<http://c2.com/cgi/wiki?IvanIllich>). Don't bother with the hopelessly reductive Associated Press write-up.

La traduction française est fournie dans un supple-ment inséré dans tous les mag-azines destinés aux pays franco-phones. Contactez-nous si vous voulez le recevoir dans un autre pays.

Èeská verze èasopisu nazvaná Krotitelé Aut je k pøeètení na internetu na <www.carbusters.org/cesky.php>, kde si také mùwete objednat emailový mìsíèní zpravodaj a zjistit, co dalšího nabízíme.

Towards Car-Free Cities III

March 17-22, 2003
Hosted by Car Busters
Prague, Czech Republic

Register now at
www.carbusters.org/conference
or contact Car Busters for a registration form. Also see page 31 of this magazine.

Happy New Year to all you Car Busters everywhere, and welcome to our long-awaited issue 16. What on earth is an "automorph"? Are you one? Starting on page 11 you'll learn some cautionary tales from the USA.

What have we learnt from 2002? That we can accomplish many things: a worldwide directory, a new website, and the biggest World Car-Free Days so far, all with minimal cashflow. So your subscriptions, memberships, donations and offers of assistance go a long way to help keep us thriving: lean, mean and slightly hungry.

What does 2003 hold? Car Busters are hoping to formalise our international network and decentralise roles out over Europe and beyond. This and more, much more, will be discussed at our March conference in Prague (see advert, left): we hope to see plenty of you there. You may read on now, but remember to send us all your relevant news clippings, articles, artwork, and action reports by the end of February.

Prosit Neujahr allen Car Busters! Willkommen zu unserer lange erwarteten 16. Ausgabe. Was, bitte, ist ein "automorph"? Bist Du einer? Auf Seite 11 gibt es einige Geschichten aus den USA, die uns warnen sollten. Was haben wir aus dem Jahr 2002 gelernt? Dass wir vieles erreichen können: eine weltweites Verzeichnis, eine neue Website und die größten Autofreien Tage bisher, alles mit minimalen Finanzen. Eure Abonnements, Mitgliedschaften, Spenden und Hilfsangebote sind sehr wichtig und halten uns am Leben: schlank, gemein und etwas hungrig.

Was erwartet uns 2003? Car Busters hofft, das internationale Netzwerk auf eine formale Basis zu stellen und unsere Aufgaben über ganz Europa und darüber hinaus zu verteilen und zu dezentralisieren. Dies und mehr, viel mehr, wird bei unserer Konferenz im März in Prag (beachte die Anzeige links!) diskutiert werden. Wir hoffen, viele von Euch dort zu sehen. Weiterlesen ist jetzt gestattet, aber vergesst nicht, unsere alle relevanten Nachrichten, Artikel, künstlerische Gestaltungen und Action Reports bis Ende Februar zukommen zu lassen.

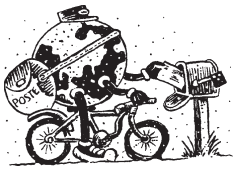
Feliz año nuevo para todos los activistas antiautos en todo el mundo, y bienvenidos a nuestro largamente esperado número 16. ¿Qué demonios es un "automorfo"? ¿Tú eres uno de ellos? En la página 11 aprenderás algunas fábulas de precaución desde los Estados Unidos.

¿Qué es lo que hemos aprendido del 2002? Que podemos lograr muchas cosas: un directorio mundial, un nuevo sitio en la web y el mas exitoso Día mundial sin autos realizado hasta ahora, todo con un mínimo costo. Así que sus suscripciones, donaciones y ofertas de asistencia nos ayudan mucho a seguir adelante rendidos, siginificativos y un poco hambrientos.

¿Qué es lo que nos espera en el 2003? Car Busters espera formalizar nuestra red internacional y descentralizar nuestros roles fuera de Europa, por todos lados. Esto y mucho, mucho mas será discutido en nuestra Conferencia de marzo en Praga (ve el anuncio a la izquierda): esperamos encontrarnos con muchos de ustedes en esa conferencia. Disfruta este número y recuerda enviarnos sus noticias relevantes, artículos, arte gráfico y reportes de actividades a finales de febrero.

Letters

Lettres • Briefe • Cartas



Feeling alone with your opinion? Send a letter under 300 words, and we just might inflict it on all our readers.

Heroic Drivers at Arcosanti

Reading your article on Paolo Soleri's Arcosanti project in Arizona (Car Busters no. 15), I was reminded of a music festival that I attended there in 1978. Since there is very little public transit in Arizona, and certainly nothing like the "high-speed Maglev rail line" proposed by Soleri himself, most people drove their cars to the festival. And since there was no parking lot at Arcosanti, the cars were parked in an impro-vised parking lot on the grassland that surrounds the place—meaning that the hot radiators of the cars that had driven the full hour's drive, uphill, from Phoenix were in direct contact with dry grass. Eventually, though only after most people had already parked and gone off to the musical stage, the grass caught fire and the fire started to consume the cars.

I still remember sitting on the hillside overlooking the parking lot, watching as one car after the other exploded in that parking lot from hell. Interestingly, the cars didn't explode all at once. First one tire would explode, then a few seconds later another, and only after the third or fourth tire exploded did the car itself explode.

What I will remember most, however, was the way several people ran into that field of burning grass, jumped into their cars, and drove them away, in spite of the possibility that their cars might explode at any second.

The heroism of such people—that willingness to make the ultimate sacrifice and give their own life in order to save a non-life, to prioritise the value of a commodity over the value of a human life—is something I will never forget. No matter how much I might want to.

Greg Evans
Tucson, Arizona, USA

The Future Is With Us

We've followed Car Busters' campaigns with interest over the years and have always been a supporter. But what worries us is that younger people tend to be enthusiastically anti-car, then "grow up," join the mainstream and settle down with a car or two. Ask them why, and they'll say "Society is based around cars; I had no alternative." They'll also tell you how green their model is and how little they use it, etc, etc.

The problem is that organisations like Car Busters—although very admirable—are strong on opposing cars, but not so hot on demonstrating alter-natives. We've been doing this for years and we think we've got most of the alter-native technology sorted. The machinery we use includes: folding bikes, bike trailers of all kinds and electric-assist bikes.

We've seen the future and it's a damn sight better than the motor car!

David Henshaw
A to B Magazine, <www.atob.org.uk>

[Ed. note: It's true we haven't given much coverage to alternative technology. Some reasons for this: Transport technologies, where necessary, will vary considerably from place to place. After all, most existing car-free cities are incompatible with cycling, and folding bikes are beyond the budget of most of the world's population. But we don't think technology is the whole solution, as many of our articles have suggested. Most people base their transport decisions on conven-ience, on-the-ground conditions, cultural values and majority behaviour. This is why we have focussed on transformation of the urban form, undermining car culture and empowering individuals to change their lives and their cities—in order to make the alternatives more convenient than driving. Still, if our readers—anyone?—tell us they'd like to have a column on alternative tech-nology, we'd be happy to ask you or someone else to write one. In the meantime, we'll be offering such info on our Autoholics site, selling books on car-free living, and soliciting paid ads from bike/trailer manufacturers.]

Just Try It

Clay Weaver wrote, "Imagine taking a train camping" (Car Busters no. 15). In his letter, Weaver equated car ownership with freedom. I would like Mr. Weaver to know that in Canada, we have the freedom to go train-camping. On Via Rail transcon-tinental routes, passengers can arrange special stops in the wilderness.

Like Mr. Weaver, I used to be enslaved to the automobile. Breaking that cycle of dependency has freed me from the respon-sibilities, expenses and hassles of car ownership. By reducing my consumption of petroleum products, I have also helped my country free itself from a dependence on foreign suppliers. Try it, Clay Weaver. Then, and only then, will you be able to call yourself "A Truly Free American."

Free at last from cars,
Paul Falvo
Yellowknife, NW Territories, Canada

SUVs Work for Me

A quick note from a "car-lite" reader. My Ford Windstar van is my chosen, and only automobile. It is used to move my family around. I have available two motorcycles and a number of bicycles. I too share the concern about fuel economy and reliance on foreign oil, or any oil for that matter. However, is banning large vehicles an answer that makes sense? Trucks move the goods (such as bicycles) that the world needs at a much lower expense and more flexibility than any other form of transportation available. Rail is more efficient, but laying the rails is costly, and rather inflexible.

Is our current system "perfect"? No. But punishing or chastising SUV owners is not the means to improve it. To me, the larger vehicles are safer for the owners and passengers. Why penalise someone for using a vehicle that they find makes sense? I applaud efforts to reduce our use of petroleum, but demonising one group of people is a senseless proposition. My daughter and son-in-law just purchased an SUV with improved fuel economy; it is sturdy and capable. They also have a smaller mini-car that is tinny and shoddily built. What is better? Good quality or junk?

Give me my bicycle, my motorcycle and my van. Those things work for my situation!

Mark
Eastern Iowa, USA

Does the Car Spoil Our Fun?

As children, we believed that when we turned 16 and got our license, we'd experience fun

Who says that two wheels are better than four, or eight? EU car-free day in Croydon, UK.

and freedom like never before. The car was our ticket to "real living." Once equipped, we'd never look back, or so we thought.

While giving tours in the historic Bybee House on Sauvie Island, it occurred to me that cars might actually detract from our fun and freedom. The Bybee House dates back to 1856. The front parlour was the social centre. Guests who came to visit would arrive by horse and buggy. After the 10+ mile trip from Portland, the final step would be a ferry ride onto the island. The complete journey to and from, along with the actual visit, would take the better part of a day.

I can imagine such social events would've been long anticipated, and then talked about long afterwards. The lack of ease and convenience of travel (by our standards) made it necessary for the people back then to get their fill of enjoyment from just one event on any given day.

Now, we dash from one thing to the next without giving much thought. The convenience of cars makes it possible to cram two or three events and a few errands all into a single day. We do so many things, it's not surprising that sometimes the events run together and become a blur in our minds.

Lost is the time (and inclination) to anticipate, savour, and reflect. And with the mobility a car affords (i.e., the option to escape at a moment's notice), it's all too easy to not invest sufficient mental energy into whatever it is we're doing; to not be truly present.

When, however, getting around takes more planning and effort than filling the tank and turning the key, we may just find our activities become both more memorable and pleasurable.

John Andersen
Portland, Oregon, USA

Making a Dent

I was in my car stuck in a lineup to get to a rave called Harvest at an organic farm one night. Everyone was waiting, nicely ordered in the dark, no lights on but with engines running along anyways. I turned my ignition off and shut down the vehicle.

I sat for a while talking and waiting to get in, the car in front of me began to crawl forward, so I started up, moved the next ten feet and shut down again. This time the car behind me shut down too. The next time the car in front of me and the two behind me were silent. It was a good thing.

Little things like that make me hope for the future. So many people will let themselves care about the world, they just need a little direction. In the summer leaning out of my car window and yelling "Idling gets you nowhere!" while stuck in gridlock traffic usually doesn't do much, but it does something...

Those of us who care need to care that much more for those who don't. It sucks, but it's humanity. I hate to say it but they said it best in Death to Smoochy: You can't change the world, but you can make a dent. Good luck to you guys, eh.

Luke Hertel
Canada

For the Kids' Sake

The other day I talked to a Japanese woman who is married to an American professor at a local university. The family speaks Japanese at home, and their two children spent the previous year enrolled in Japanese public schools. When the time came to return to the States, the children didn't want to come home. They liked the freedom they had in Japan, she said.

Since this contradicts the stereotype of Japanese children as overworked neurotics, I asked what she meant. It turned out that the family's US home was in a typical suburb, and the children couldn't go anywhere unless one of their parents gave them a ride. In Japan, they and their friends had literally had the freedom of the city, thanks to the superb public transportation system and the "urban village" nature of the city.

So much for moving to the suburbs "for the sake of the children."

Karen Sandness
USA

Why Not Ban Everything?

Greetings from the most oppressive cycling city in America—San Antonio. The city is also widely known for electing and re-electing the infamous anti-cycling state senator Wentworth, who tried to ban cycling throughout Texas on the basis that it's too dangerous for motorists and cyclists.

Actually, in San Antonio it's also dangerous relaxing on the couch while reading a book. In a single June week, three homes were destroyed by errant automobile traffic. Two of the incidents resulted in injury to the innocent home occupants.

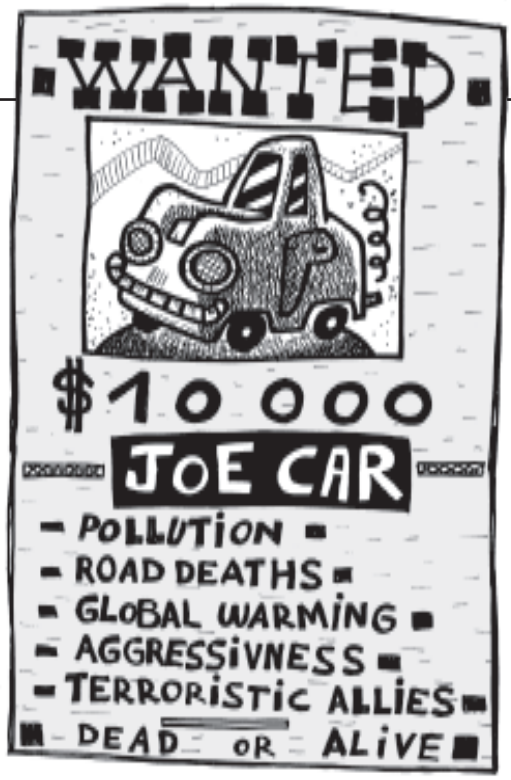
Maybe the politicians will try to outlaw relaxing at home. One thing is for sure, they'll never mention a negative thing about automobiles and their harmful direct and indirect actions.

The Lone Cyclist, Carlos Kosienski
San Antonio, Texas, USA

Oiling Terrorism

In the US, we have a TV commercial, sponsored by "Partnership for a Drug-Free America," linking drug sales to terrorism. It features kids saying things like "I kill families in Colombia... It's just innocent fun."

I'll never disagree that some drug money supports some terrorism. But what we're all afraid to admit is that some oil money does exactly the same. Without oil, countries like Saudi Arabia and Iraq couldn't afford to underwrite terrorism.



So here's what I want to do, and need your help in doing: I would like to make a commercial that makes people think twice about where their gas money is going. It would be filmed exactly like the anti-drug commercial, except would feature more middle-class adults than teenagers. It could even be sponsored by a "Partnership For A Car-Free America." Can you help me make this idea a reality?

Seth Baum
Rochester, New York, USA

[Ed. note: We haven't got the means to develop such a project and don't really think that terrorism is the most pressing issue linked to the use of oil. However, it turns out that the idea's already been worked on. Citystreets, New York's pedestrian advocacy organisation, has got a spoof advert called AK47-Redux on its web site asking viewers "Where do terrorists get their money?" Check out <www.citystreets.org> to read the reply.

Also Lawrence Bender, producer of "Pulp Fiction," and director Scott Burns, co-creator of the "Got Milk?" ad campaign, are working on an ad campaign aimed at getting people to stop driving SUVs and other gas-guzzling vehicles.

One of the potential scripts feels like an old Slim Fast commercial. Instead of "I lost 50 pounds in two weeks," the ad cuts to different people in their SUVs: "I gassed 40,000 Kurds," "I helped hijack an airplane," "I helped blow up a nightclub," and then in unison: "We did it all by driving to work in our SUVs." Read more on Arianna Huffington's web site: <www.ariannaonline.com>.]

CAR CULT REVIEW

photos: High Plains Films

This Is Nowhere

Nearly three million Americans live full-time in motor homes, campers and trailers. Millions more spend significant portions of each year wandering America in their homes on wheels.

Each year tens of thousands of travellers steer their recreational vehicles (RVs) into Wal-Mart hypermarket car parks to "camp" for a night or two. Not because they have to. Rather, because they want to. Just as they seek out national parks and historic sites, RV travellers have marked Wal-Mart stores as travel destinations.

Filmmakers Doug Hawes-Davis and John Lilburn set out to document this emerging social phenomenon with the idea that this story was bigger than a few wayward tourists with curious tastes in camping spots. The result is a new 87-minute documentary film, This is Nowhere.

"The inherent contradiction of 'camping' in a box-store parking lot seemed like the perfect starting place for exploring cultural attitudes towards nature, community, and sense of place," Hawes-Davis explained. "We were surprised, however, by how eager our interview subjects were to discuss these same themes. After the very first night of interviews we realised that we could tie together many related issues in the same film. [U]rban sprawl, tourism, and consumerism are accessed by examining RV camping in Wal-Mart parking lots."

"What we found so compelling is that Wal-Marts are becoming important and valuable travel destinations just [like] National Parks, museums and historic sites," Lilburn added. "It's clear the phenomenon is a reflection of ongoing changes in American culture."

The travellers' rationale for seeking out Wal-Marts as travel destinations provides a fascinating and humourous portrait of American culture at the dawn of the 21st century.

"The travellers we interviewed are not out of the ordinary," says Hawes-Davis, balancing seriousness with irony. "They are representative Americans who share a common bond of loving to travel in RVs, and loving Wal-Mart. Most of them are interested in nature, meeting new people, learning about their nation's history, or just plain new experiences, but they are also interested in the predictability, homogeneity, and sameness that Wal-Mart provides for travel and shopping."

Information on This is Nowhere is available from High Plains Films, P.O. Box 8796, Missoula, MT 59807, USA; <www.highplainsfilms.org>. n

Generation Y Car Buyers Surveyed

Members of Generation Y—those born between 1979 and 1994—are less interested in environmentally friendly [meaning "less environmentally destructive" - ed.] vehicles than older generations, according to an October report by JD Power.

Accounting for 28 percent of all Americans, Gen Y'ers bought 700,000 new vehicles in 2002, a year in which they headed just six percent of US households; by 2010 this figure will reach 22 percent.

The 2002 Generation Y Automotive Consumer Study also finds that, of the new purchases, 60 percent are first time buys. This is significant according to Walter McManus, executive director of Global Forecasting at JD Power, because, "The impressions made on these new households by their first vehicles will stick with them for a lifetime."

- submitted by Marcus Williams

"An old Mustang...was like a quarterback. You expected it to have some swagger, some style. SUVs are like offensive linemen. You want them big and able to carry a load. I've never heard anyone call an SUV 'my baby.' Falling in love with one is like falling in love with a tank. You never get the same feeling."

- Dr. Clotaire Rapaille, anthropologist and car design consultant

Psych-Experiments Feed Car Marketing

Terri Kelly, a high school biology teacher from Bergenfield, New Jersey, just bought a new Chrysler PT cruiser.

"This is the car, here it is, and I love it," she says.

Exactly why she loves it, she can't say, but Clotaire Rapaille can. Rapaille is the French-born anthropologist who helped design the car, borrowing from science to figure out buyers' subconscious motives.

"They're not sure why they want that, but deep down, wow, they want one like this," Rapaille says. "It's a little like seduction, you know."

Rapaille's design worked. With 200 cars clogging the market, Chrysler created some of the year's biggest buzz with their little car.

And that's not easy to do these days, not when people are bombarded with so many sales pitches, so much clutter, so many things screaming for their attention. How can anybody cut through that? The old ways of finding out what people want are no longer good enough.

So at Capita Research, for instance, they've found a new way to tap into the public's psyche: They monitor people's brain waves while they watch commercials. With technology borrowed from NASA—and, perhaps, H.G. Wells—Capita claims it can actually measure people's attention levels.

"We're essentially turning your head into something like a camcorder, so we get to see how you perceive the world through your eyes," says David Hunter, president of Capita.

Rapaille, on the other hand, puts people through relaxation therapy to help gauge their wants and needs. It's a technique often used in psychiatry, but it may be a first for auto marketing. Rapaille says his semi-conscious subjects confessed their greatest motive in buying a new car was not value or gas mileage but fear.

"People feel it's a jungle out there," Rapaille says. "It's Mad Max. It's very dangerous, and the message they want to give is, 'don't mess with me.'"

Indeed, despite the fact that the car is a subcompact, Rapaille claims people were drawn to the car's aggressive image, which was model147led after the gangster cars of the 1930s. Judging from Terri Kelly's reaction, he may have succeeded.

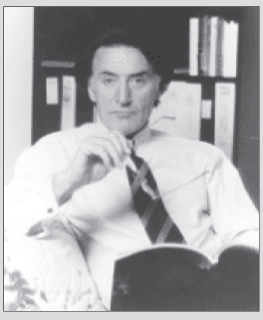
"The back really reminded me of—I guess I can say it—sort of like Al Capone," Kelly says.

Actually, buyers who liked that tough look were often disappointed by the car's less-than-tough engine. But who would have guessed that a high school teacher would like a mobster car in the first place?

- ABC News, September 11

"The love affair that people have had with automobiles has in some ways grown stale. Some would say it's even dying."

- William Clay Ford, Jr., chairman and chief executive, Ford Motor Company



"[That's] like saying Germans don't want to drink beer anymore or the Japanese don't want to eat sushi."

- Dr. Clotaire Rapaille, anthropologist and car design consultant

Police Seek Killer Van

ROCKVILLE, Md., USA - Police released this composite graphic October 15 of a late-model Ford Econoline E-250 Van, which is being sought by police in connection with the murder of Kenneth Bridges at a gas station in Massaponox, Virginia.

Police said new evidence gleaned from the ninth random murder gave them the best chance yet of catching the killer vehicle whose latest victim died while loading her car with shopping. The death of a woman outside the Virginia hardware store was the work of a vehicle which has killed eight others at random in the Washington suburbs in the last two weeks.

Investigators said they were confident that detailed witness accounts from the scene of the October 14 killing will lead to the apprehension of the suspected vehicle. The assassin favours shopping malls and gas stations and knows its way around five counties in two states.

Automobiles kill 40,000 people each year in the United States.

Ford CEO William Clay Ford, Jr., was unavailable for comment. n

- Car Busters, based on AP reports

Car Talk Host Admits He's Car-Free

"Car Talk," hosted by Tom and Ray Magliozzi (aka Click and Clack), is the most popular entertainment show on US public radio, heard by 3.7 million people each weekend. It's one of car culture's major pop icons.

In an unusual spurt of semi-serious-ness, the wisecracking brothers and MIT-educated auto mechanics decided recently to launch a political crusade of sorts, against sport-utility vehicles.

"Everyone knows that SUVs are big, they block everyone's view, they get five miles to the gallon, they roll over and kill people, and when you get hit by one the bumper comes right in your window and takes your head off," Tom said.

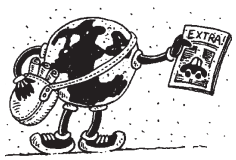
"He's exaggerating, obviously," Ray said. It turns out that the Magliozzis are not especially fond of other types of automobiles, either: "I do not own a car," Tom admitted. "I either ride a bicycle or use public transportation."

"And believe me," Ray added, "our fellow Massachusetts motorists are elated."

- The New Yorker, August 26

World News

Nouvelles du monde • Nachrichten aus aller Welt • Noticias del mundo



Welcome to your global news network, all the way from Prague. From the bizarre and bad to the brilliant and

Burundi

Bicycle Taxis Seized

About 1,000 bicycle taxi riders demonstrated outside the Ministry of the Interior in Bujumbura on November 20 to protest against the seizure of hundreds of their bicycles by security forces the previous week.

"We saw gendarmes who came with military lorries to take our bikes away," one of the riders said. "If you were giving a lift to someone on your rack, they would stop you, seize the bike and drive away."

The Minister of the Interior told the media that the authorities suspect the riders of transporting Hutu rebel groups, who continue to fight despite a power-sharing arrangement between ethnic Hutus and Tutsis inaugurated a year ago. Allegedly bicycle taxi riders are a common sight at the scene of attacks by rebel fighters, and most of them are Hutus.

The taxi riders have now threatened more demonstrations if their bicycles are not returned. If they do not get back to work soon, thousands of people will have difficulty getting around Bujumbura. Most people cannot afford to ride buses so the taxis are everywhere in the capital.

- BBC News, November 21

Spain

Who's to Blame?

The Japanese-constructed and Bahamian-registered Prestige, the tanker that caused the November massive oil spill off the Spanish coast, was managed by a Liberian-listed Greek company.

It was chartered by a Russian-owned Swiss company with British directors and carrying Russian oil from Latvia to Singapore. The ship was recently inspected and surveyed in St. Petersburg (Russia), Dubai and Guangzhou (China), where repairs were made to the part of the ship that subsequently broke.

So who is liable for the environmental disaster that has unfolded on the Galacian coast in northwest Spain?

The 1969 Convention on Civil Liability for Oil Pollution Damage makes the ship owner responsible for damage caused by oil spills up to US$80 million. It explicitly exempts from liability the oil company that chartered the ship. So the shippers are bankrupt, but the oil still flows. Thank heavens.

- Friends of the Earth

United Kingdom

M25 Among "Seven Horrors"

The M25 ring road around London, which Margaret Thatcher once described as a "magnificent achievement," was voted the top in a survey of "seven horrors of Britain" in a BBC poll. The M25 took almost 20 years to complete, at a cost of over £900 million, or about £8 million per traffic-clogged mile. The other six horrors included two other masterpieces of transportation infrastructure, Heathrow Airport and New Street Railway Station in Birmingham.

The M25's notoriety was hailed by a woman who had held her wedding reception at one of its service stations, before spending a night of passion in a bed in the back of a bus making three four-hour circuits of the motorway. She described the ride as "a bit bumpy."

- The Guardian, August 13

Saabs Sunk in Channel

Carrying nearly 3,000 luxury cars, the 55,000-ton Tricolor capsized and sank in the early hours of Dec. 14 after a collision with a cargo freighter in the English Channel. No one was injured.

The Norwegian-registered Tricolor had been travelling from Zebrugge, Belgium, to Southampton, England, when the ship capsized, allowing water to smash through its cargo of high-end BMWs, Volvos and Saabs. The value of the cargo was put at £30 million, though the cars would have fetched double that at retail prices.

The cars were destined for the UK and US, at a time when many in the financial sector are spending year-end bonuses. Many of the cars will have been pre-sold. While customers will not be left out of pocket, they could face a long wait.

"The real problem for them is that instead of getting their cars in a few weeks' time they will get them in a few months' time," said Matthew Carrington, chief executive of the Retail Motor Industry Federation.

Carrington added that it was extremely unlikely any of the cars could be salvaged: "The reality is that cars that have been in freezing salty water for a few days, it's not going to have done the upholstery much good. The engines won't be up to much either."

An inquiry will be launched by the French authorities into the cause of the accident. Car Busters, a Prague-based environmental pressure group, has publicly denied responsibility.

- BBC

India

Rickshaws Temporarily Back in the Streets

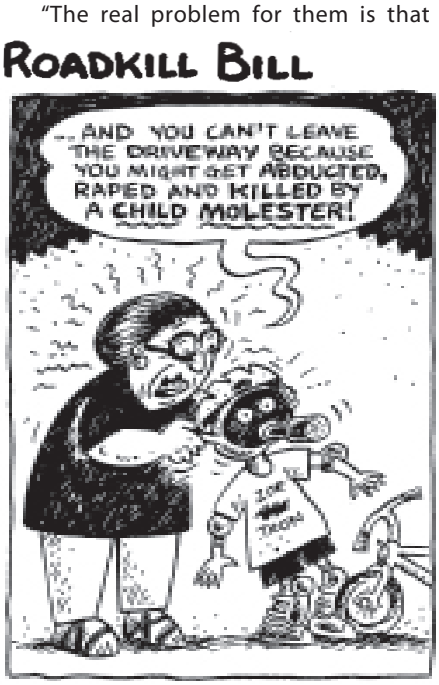
On October 28 more than 5,000 people marched down New Delhi under the banner of the India Climate Justice Forum to protest against climate injustice.

The demonstrators, who included several cycle-rickshaw unions, highlighted the serious deficiencies in the concurrent UN conference on climate change.

Participants belonged to communities affected by climate change from 17 Indian states as well as activists from Malayasia, South Africa, Ghana, Uruguay, UK, USA and Brazil.

The rally culminated with a colourful and spirited cultural programme. Thou-sands of cycle-rickshaws made their presence felt in New Delhi, where they are usually prohibited from plying their trade.

- Rising Tide International



Car-Free With McDonald's

by AVIDOR 9/18/02
YOUR SON IS SUFFERING FROM OBESITY. HE NEEDS TO BE MORE ACTIVE.
I TRY TO GET JOEY TO GO OUT, BUT HE JUST STAYS INDOORS AND PLAYS HIS VIDEO GAMES.

photo: Institute for Transport and Development Policy

In a span of five weeks, three children were maimed and one child was killed by automobiles on one residential street in Accra, Ghana. Taking traffic law into their own hands, local residents began their own vigilante traffic calming project.

Portugal

The county of Almada has developed a campaign called "Almada Melhor sem Carros" (Almada Better Without Cars, <www.melhorsemcarros.org>), aimed at encouraging drivers not to use their cars on Thursdays.

As an incentive, participants receive a package of discounts with various companies and institutions. Besides travel tickets and a wide range of services and products, one can also choose to enjoy a free sundae when purchasing a Super or Mega Menu at McDonald's. While munching on your mega-meal, you can think about one of the catchphrases of the campaign: "The environment thanks you and so does your health."

Seems that organisers of this otherwise well-intended campaign should be more choosy about their allies.

- posting on carfree_cities listserve

USA

(What) Would Jesus Drive?

The Midwestern US, equally as devout in its worship of God as in its worship of gas-guzzling four-wheel-drive vehicles, is about to be asked to choose between the two.

"What Would Jesus Drive?" is the slogan dominating a television advertising campaign in four states.

The Christian group behind the ads believes the answer would not include sport-utility vehicles.

"Most folks," said Rev. Jim Ball of the Evangelical Environmental Network, "don't think of transportation as a moral issue, but we're called to care for kids and for the poor, and filling their lungs with pollution is the opposite of caring for them."

Leaders of many groups within the National Religious Partnership for the Environment have signed a letter to the chief executives of Ford, General Motors and DaimlerChrysler, asking for improvements in fuel economy. The letter also says the groups will send study materials to 100,000 congregations of varying faiths and "train hundreds of clergy and lay people as spokespeople for energy conservation and fuel economy."

The campaign could create complications for GM's Chevrolet brand, which makes SUVs and has been courting religious conservatives by sponsoring a Christian concert series.

However, Paul Gorman, director of the religious partnership, took a dim view of the relationship, saying, "Chevrolet is encouraging people to buy automobiles which are poisoning God's creation."

- The Guardian and The New York Times, November 14 and 20

Bush Wages War on Emissions Standards

True to everyone's predictions, California's tough new fuel-efficiency standards are being challenged by an unholy alliance of car manufacturers and the Bush Administration itself.

Yes: Bush is using taxpayers' dollars to fight a popular environmental bill which was passed into state law. The law doesn't come into effect into 2009 at the earliest, and the Alliance of Auto Manufacturers is confident it can see the bill rescinded before then. The car makers say that they are committed to lower-emission vehicles, but don't want to be hurried.

Bush has also issued an executive order which attempts to eliminate most environmental review of highway and airport projects. He explained that expediting highway building was good for the environment and would reduce air pollution and traffic congestion and encourage economic growth.

- Transportation Alternatives, Sept. 23

Road Battle Round-Up

In Minneapolis, Minnesota, a $150 million road-enlargement project is underway on Interstate 35. This far-sighted community project will involve demolition of dozens of homes in a low-income neighbourhood and the probable widening of a main street into eight lanes for access. To help stop it, see the website <www.stride-mn.org>.

Better news from Utah, where a coalition of environmentalists, "sensible-growth advocates" and Salt Lake City Mayor Rocky Anderson, has succeeded in a lawsuit against the Legacy Highway project, a new 120-mile road through wetlands and farmland from Nephi to Brigham City.

Meanwhile in Seattle, through Referendum 51 residents have turned down a huge roadbuilding scheme despite enormous transport problems and gridlock looming in the area. The result was probably mainly due to the taxes which would have to be levied to pay for the scheme, but the vote has leant authority to the environmental groups calling for a range of public transport options absent in the referendum.

- K. Avidor, J. Bultman and J. Delacour

Georgia

Pipeline or Hazard

The Borjomi Gorge, one of Georgia's most scenic and dramatic areas, has been protected in a nature reserve since 1929. So what happens when the Georgian International Oil Company (GIOC) wants to lay an oil pipeline through it?

The government granted permission for construction of the Baku-Tbilisi-Ceyhan pipeline project from November 30, saying the decision was made in order to meet the timetable of British Petroleum, which is leading the project.

No alternative routing was considered in the impact assessment, BP having made it clear to the government that no alternative would be considered. A GIOC spokesman shrugged off environmental concerns, saying that due to the pipeline operator's high professionalism the risk would be "zero minus one."

Georgian NGOs and political parties demonstrated outside the GIOC offices on November 27. In the UK, BP's environmental consultants, Environmental Resource Management (ERM), were "audited" on December 2 by London Rising Tide activists demanding that ERM sever all links with BP. Activists set up a spoof website (<www.erm-concerns.com>) and occupied the office of ERM boss Robin Bidwell, hanging banners reading "oil makes war" and "ERM makes climate change" from a tree outside his window.

- CEE Bankwatch Network, Green Alternative and Rising Tide

Info: <www.risingtide.org.uk>.

"Trade liberalisation is like taking away the traffic lights, zebras and speed bumps, giving some people a race car and others a broken bicycle, and then seeing who gets to the market first."

- Frank van Schaik, A SEED Europe

Industry Watch

Digging the dirt on your favourite corporations

Earth Plummet II: Corporate Reps Descend on Suburban Mega-Mall

"That's right: the Earth Summit is being held in a mall," reported James MacKinnon of Adbusters, live in Johannesburg. "And not just any mall, but a gold-and-glitz palace of Belgian chocolates and Italian espresso, American running shoes and Scandanavian fashions...This is just the reality of environmental politics in 2002."

It must've been the perfect environment for BMW to show off its US$100,000 hydrogen car, as it did inside the BMW Group "Earth Lounge"—a massive dome with swirls of white clouds, blue seas and green continents. With its slogan "Sustainability. It can be done," BMW was just one of some 700 corporations descending on the UN summit in record numbers, each vying to convince the world of its eco-righteousness.

Organisations like Greenpeace charged that the companies received preferential access to both the conference site and to delegates who included some 100 heads of state. At the same time, hundreds of NGO delegates were denied access to the convention centre due to "fire regulations."

South African groups such as the Anti-Privatisation Forum and the Landless People's Movement marched August 31 to say the summit was a sham. Posturing as deliverers of "sustainable develop-ment," the people the summit brought together are the same ones implementing the policies—water and electricity cut-offs, evictions, lack of health care, education and land—that hurt them most.

During the summit, The Landless People's Movement was staked out by 19 police "hippos" (apartheid-era township tanks). South Africa Independent Media Centre says such actions of the past days "send a clear signal that the ANC Government can bring to bear the authoritarian machinery of the state in a more efficient manner than its apartheid predecessor."

According to Future Forests, visitors to the summit added at least 500,000 metric tonnes of carbon dioxide to the atmosphere, mostly through transport.

- Adbusters, ENS and Indymedia.org

Supreme Court Upholds $290m Ford Bronco Verdict

On October 23, the California Supreme Court let stand a $290 million personal injury jury award levied against the Ford Motor Co., stemming from a Bronco rollover accident in 1993. The justices decided to uphold what Ford called the USA's largest personal injury award ever affirmed by an appellate court.

The case involved a rollover accident of a 1978 Ford Bronco about 80 miles south of Sacramento, California, in which three members of the Romo family were killed.

The Romos sued Ford, and a civil jury awarded $290 million in damages. That award was meant to punish the company for what a state appeals court found was "despicable conduct." The family's attorney, Joe Carcione, said Ford knew the Bronco "would crush flat as a pancake in a rollover."

"The legal system works," Carcione said. "It's finding a way to punish conduct that is outrageous and is criminal, and the only way to punish outrageous and criminal conduct of a huge, monolithic, rich corporation is [...] to hit them in the wallet."

Ford attorney Theodore Boutrous Jr., echoing business interests that had urged the state's highest court to overturn the verdict, said the justices missed an opportunity to rein in runaway verdicts.

"This is an extreme and unconstitution-al award," Boutrous said. "We plan to ask the US Supreme Court to overturn it."

After Trial Judge Roger Beauchesne ordered a new punitive damages trial, California's 5th District Court of Appeals reinstated the verdict in June, ruling 3-0.

"We think that it is obvious that putting on the market a motor vehicle with a known propensity to roll over and, while giving the vehicle the appearance of sturdiness, consciously deciding not to provide adequate crush protection [...] constitutes despicable conduct," Justice Steven Vartabedian wrote for the appeals court. "Such conduct could kill people."

The verdict could have a serious impact on Ford's bottom line. On October 21, Chairman and Chief Executive Officer William Clay Ford Jr. announced plans to cut $1 billion in spending after reporting a $326 million loss in the third quarter.

Only three of seven justices on the high court voted to review the case, one fewer than the required majority.

GM Hummer Hits New York City

Grotesquely, just as New Yorkers were remembering 9/11, General Motors unleashed a massive advertising campaign in New York City for the "Hummer," a civilian version of the massive military jeep.

GM's Hummer is so wide it barely fits within lanes on New York City streets. Its size also makes it a serious danger to bicyclists, pedestrians and other motorists.

Of course, it also consumes huge amounts of fuel and emits a commen-surate amount of pollution. Jeers to GM for their utter cynicism and greed.

- Transportation Alternatives

BP Exempt from Turkish Law

An international consortium of oil companies, including BP, Unocal and TotalFinaElf, has signed an agreement with Turkey that permits the construction of a 1,760-km oil pipeline which would stretch from Baku on the Caspian Sea to Ceyhan on the Turkish Mediterranean coast.

The agreement exempts the con-sortium from obligations under any current or future Turkish law that may threaten the project's profits, including human rights and environmental legislation.

The agreement allows the pipeline consortium to receive unlimited protection from the Turkish military, unfettered access to water (regardless of the needs of local communities), and exemption from liability in the event of an oil spill or other damages.

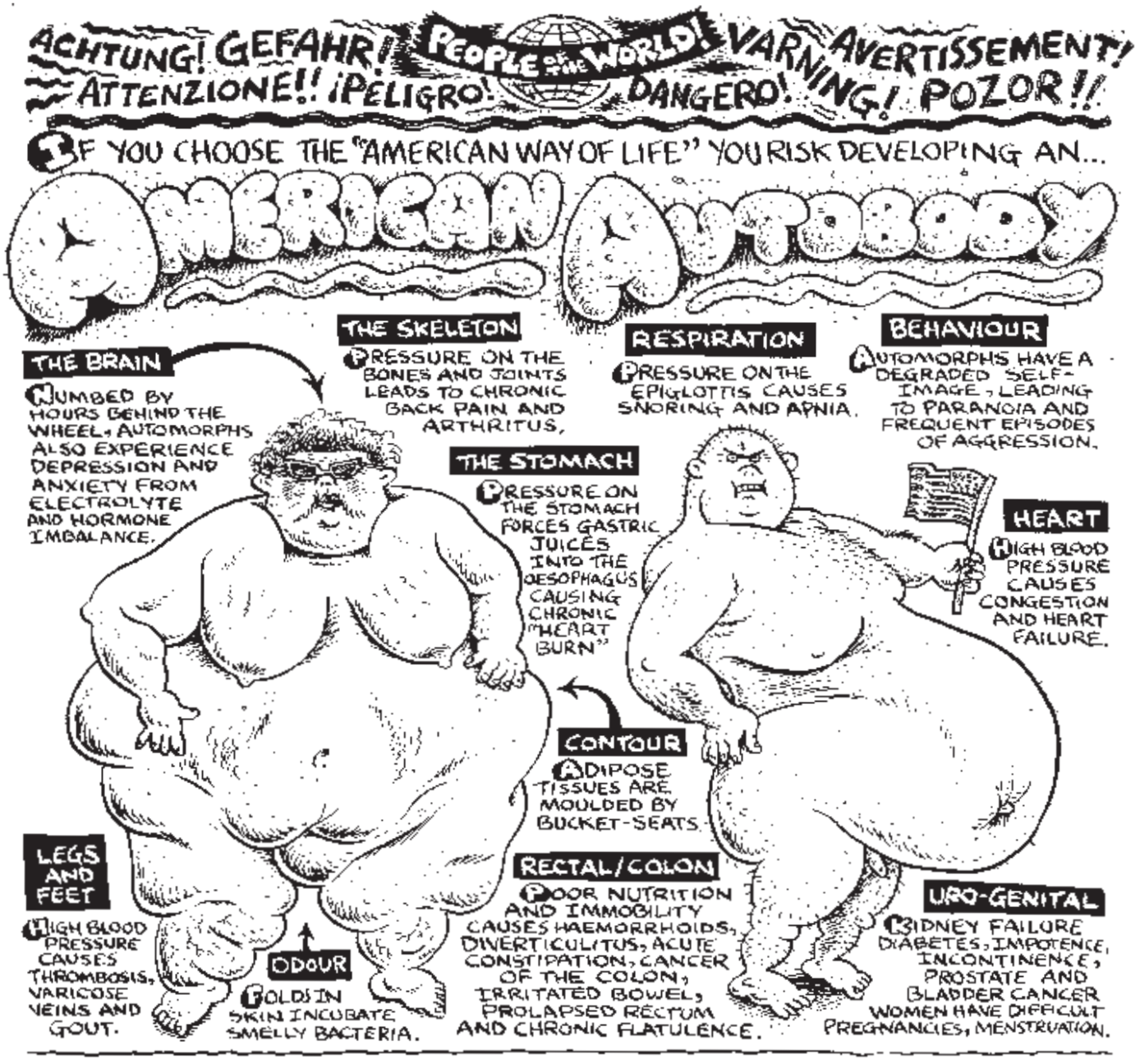
- FOE Int'l, CEE Bankwatch, others

Oh, What a Bad Feeling

Toyota has been getting a lot of kudos recently for its low-emissions hybrid vehicle, the Prius—but the company increased its US carbon emissions during the 1990s more than any other major automaker, according to Environmental Defense.

The group said Toyota increased its CO_2 emissions by a whopping 72 percent from 1990 to 2000, mainly because of the dramatic growth in the company's US sales over the decade and its production of more and bigger SUVs and pickups.

General Motors, the world's largest automaker, topped the Environmental Defense bad-guy list by spewing 6.7 million metric tonnes of CO_2 into the atmosphere per year. Next were Ford (5.6 million tonnes) and DaimlerChrysler (4.1 million tonnes).


ACHTUNG! GEFAHR! PEOPLE OF THE WORLD! VARNING! AVERTISSEMENT!
ATTENZIONE!! ¡PELIGRO! DANGERO! POZOR!!
IF YOU CHOOSE THE "AMERICAN WAY OF LIFE" YOU RISK DEVELOPING AN...
AMERICAN AUTOBODY
THE BRAIN
Numbed by hours behind the wheel, automorphs also experience depression and anxiety from electrolyte and hormone imbalance.
THE SKELETON
Pressure on the bones and joints leads to chronic back pain and arthritus.
RESPIRATION
Pressure on the epiglottis causes snoring and apnia.
BEHAVIOUR
Automorphs have a degraded self-image, leading to paranoia and frequent episodes of aggression.
THE STOMACH
Pressure on the stomach forces gastric juices into the oesophagus causing chronic "heart burn"
HEART
High blood pressure causes congestion and heart failure.
CONTOUR
Adipose tissues are moulded by bucket-seats.
LEGS AND FEET
High blood pressure causes thrombosis, varicose veins and gout.
ODOUR
Colds in skin incubate smelly bacteria.
RECTAL/COLON
Poor nutrition and immobility causes haemorrhoids, diverticulitus, acute constipation, cancer of the colon, irritated bowel, prolapsed rectum and chronic flatulence.
URO-GENITAL
Kidney failure diabetes, impotence, incontinence, prostate and bladder cancer women have difficult pregnancies, menstruation.

"We shape our tools and they in turn shape us," said philosopher and media culture guru Marshall McLuhan.

This is exactly where we are today with the automobile: First the car had to adapt to the city; then the city, with its new suburbs, had to be adapted to the car. And now, in a final triumph as car dependence reaches new heights, we—the human race—must adapt mentally and physically to our new environment. That's right, in order for the world and every nation to embrace the course of economic and social development, we must all lend a hand.

Above all, we must each and in our own way become obese, as 31 percent of American adults have already done. We must adopt sedentary lifestyles, since our increased mobility has created so much distance, traffic and abandonment of public space that only one quarter of US children now regularly walk or bicycle to school. Now they walk to and from the family car.

There's nothing interesting or safe to do outside anymore, so we might as well stay inside, eat junk food and watch other people lead active lives on TV. Or maybe we'll drive to that replacement for community life, the shopping mall, where, once we find a parking place, we can safely stroll end to end amidst a seething mass of consumers, many of them wishing they had somewhere better to be.

When we are back in our cars—where we spend at least 250 hours a year—we must "car-coon" ourselves, outfitting our vehicles with sufficient technological gadgetry and touches of comfort to ease the tedious passage of time, perhaps with additional help from Ritalin or Prozac, should we suffer symptoms of our lifestyle…

Extreme as it may sound, the picture painted above is reality. This is how some people actually live. Life is increasingly suburban, increasingly isolated, alienated, stressed and depressed. Car Busters artist Ken Avidor calls the above phenomenon "automorphism," and those who follow sedentary, car-dependent lives he dubs "automorphs," in contrast to the shrinking minority who still lead healthy, active, autonomous lives.

As one might guess, the US is the market leader in automorphism, but Australia and much of Western Europe are not so far behind, followed by Asia, Central Europe, Latin America and the rest of the world, each at their own pace and according to their own means.

So let's get a taste and a feel for what this "automorphism" really is. Let us examine the future which is being thrust upon us. Let us examine the consequences of the dependence that many still call "freedom." And finally, let us explore alternatives, not just for an active, independent, idealistic minority, but for the mainstream majority. And this, friends, will require nothing less than the de-suburbanisation of both society and our very minds. >>

LET'S GET PHYSICAL!

Like many residents of Kansas City's outlying suburbs, Karen Atkins goes just about everywhere by car.

Need groceries? She hops into the car. Taking the kids to a park? She drives. Dining out, renting a video, stopping by the post office? All by automobile, because everything is several miles from her home in Jackson County, Missouri, USA.

"I used to live in an urban area in Independence [Missouri], and I walked all the time, and I didn't have this extra 10 pounds," Atkins said. "My son, after we moved out here, he put on 50 pounds."

The drive-everywhere lifestyle led by most Americans is starting to show costs never anticipated at the start of motorisation. Some scientists say the suburbs are making America fatter. People living in subdivisions miles from stores, parks, and schools do not get enough exercise and are getting overweight.

"I'm 99 percent sure there's a relationship between how communities are designed and people's weight," said Georgia Tech professor Lawrence Frank, leader of the Smartraq study in Atlanta. "People who live in lower-density, suburban environments, all else being equal, have a tendency to be slightly heavier."

Researchers at the National Cancer Institute recently reported that people who lived in pre-1974 neighbourhoods were likely to walk a mile or more with some regularity. Residents of newer subdivisions were less likely to do so. Older residential developments usually include sidewalks and interconnected streets, often with a mix of businesses. Newer neighbour-hoods, based on single-use zoning, generally have far fewer destinations within walking distance.

"We always used to go to the grocery store walking. We always walked to school," said Shadrach Smith, a physician and weight-loss specialist at Truman Medical Center in Kansas City. "Now we just don't see people doing that."

Despite advisories from the US Surgeon General that people include moderate amounts of physical activity in their daily lives, that has not happened, particularly in far-flung suburbs.

"Our lifestyles reinforce this," said Joan Gunter, who leads Weight Watchers meetings in suburban Olathe, Kansas. "Everything is so convenient—you can drive through this and drive through that. It's really sad for society."

Walking and bicycling have been replaced by driving for all but the shortest distances, says the Journal of the American Medical Association, blaming the rise in obesity in part on car dependence.

The Centers for Disease Control and Prevention, in an August 2002 report, says only one quarter of US children now regularly walk or bicycle to school. Nine-year-old Asha Hakityler of Atlanta says she'd rather walk—but because she lives seven miles away, "I'd be walking all day."

According to the CDC, more than 60 percent of US adults do not engage in the recommended amount of daily physical activity—a mere 30-minute walk. Some 25 percent of US adults are "totally inactive."

In the past two decades, the proportion of Americans who are overweight or obese has jumped from 47 to 64 percent. Nearly 50 million American adults are obese, and more than 108 million are either obese or overweight. The extra weight brings increased risk of a wide range of serious health problems.

Even children are not spared from the trend. Fifteen percent of young Americans are now overweight—nearly double the 1980 figure. The percentage of overweight teens has almost tripled in the past 20 years. At the same time, Type 2 diabetes, once unheard of in children, is increasing dramatically among adolescents.

Three hundred thousand Americans die each year from diseases and health conditions related to a sedentary lifestyle and poor eating habits, says a June 2002 report from the National Coalition for Promoting Physical Activity. That's nearly as many as those who die from smoking.

Millions of Americans suffer from chronic illnesses that can be prevented or improved through regular physical activity: 12.6 million have coronary heart disease; 1.1 million suffer from a heart attack each year; and nearly 17 million have diabetes, of which 90 to 95 percent of the cases are type 2 diabetes, which is associated with obesity and physical inactivity.

All this is not, however, a strictly American phenomenon. Wherever car culture is spread, comfort and convenience are slowly killing people, in so many alarming and unsavoury ways.

The University of Sydney's Warren Centre for Traffic Research found that habitual car use contributed to making 41 percent of Sydney residents overweight, and that almost half the population is exposed to substantial health risk from physical inactivity.

"Our travel habits help determine our health," the report said. "The most effective and enduring way of increasing our physical activity is by using 'active transport' rather than driving." >>

- Kansas City Star, other sources

PSYCHED OUT

"Automobiles often are marketed to appeal to our aggressive instincts and our drives for power, freedom, and self-assertion," says J. Greenwald in Health magazine. "We step into a 'high-performance automotive machine' and expect to dominate. And dominance means controlling a chunk of territory—in this case our car and its immediate vicinity. When either is threatened, we can react like territorial animals, snarling and making aggressive gestures."

"If you were in the wilds and being chased by a sabertooth tiger," Dr. Joseph Loizzo adds, "you could run off and discharge the toxins and the adrenaline. But you're stuck there in your car, and you can't do anything. You can't move. It's like poison is being pumped into your veins. It erodes your health and tissues, and you can't do anything about it."

"Very little hard evidence exists involving the driver's thinking behind the wheel," says Dr. Leon James, aka Dr. Driving (<www.drdriving.org>), co-author of Road Rage and Aggressive Driving: Steering Clear of Highway Warfare.

"Consider how one would get such data: it's not easy!" James adds. "I came closest to this when I started making audio recordings of myself thinking out loud behind the wheel. I would then listen to the tapes and analyse them. This is how I discovered what the driver thinks and feels in real time." [See the caption below for an excerpt of one of James' subjects thinking out loud while driving.]

We at Car Busters asked James if there is any evidence that such long-term exposure to stressful driving situations has medium- or long-term psychological effects.

"There are no research studies of this kind—for many reasons, some technical, some social," said James. "However, synthesising what I know as a psychologist, I would say that mental habits behind the wheel continue to develop in an unaltered direction, unless modified by a self-change programme. Most drivers start out with competitive, often hostile, mental habits as a result of upbringing, the media, and car culture."

Hence the longer one drives, the more one practices the mental habit routines. Since these are mostly hostile, there is going to be a steady increase or strengthening of this tendency. The hostility might get worse, the risk we take might go up, the threshold of "losing it" in a duel might go down, the stress of driving might go up, and other such effects that go together like a medical syndrome.

The sensation of acceleration is one of the thrills that many drivers consistently report. They talk about it as if it were an addiction they're in love with. How many drivers can identify with actor Tom Cruise before entering his jet airplane in "Top Gun"—"I feel the need for speed!"?

As with addiction in general, there's the inevitable tendency to keep pushing the range higher and higher in order to maintain the same amount of thrill. Physicians talk about developing a tolerance level for addictive drugs, requiring higher dosages to do the same job, in a continuous process of increasing intake. A similar process may be operating with speeding.

Motorists who allow themselves to fall into the speed thrill trap destroy their normal level of adaptation to the car's motion. Their "speed schema"—the speed your body expects to feel in particular segments of roadways—now includes a script that sequences their behaviour to drive fast, hop back and forth across lanes, and consider other cars as mere impediments. They're condemned to forever trying to go faster, even when it gets dangerous, or simply isn't possible. To passengers, this ferocious pursuit may appear like a dangerous obsession. But to the drivers, it only seems perfectly natural. They have adapted to a high level of risk and are dependent on it for the feeling of normalcy. No wonder so many think it safe to raise speed limits.

According to a study by Raymond Novaco, professor of psychology and social behaviour at the University of California at Irvine, driving in congested traffic "tends to raise drivers' blood pressure, lower their frustration tolerance, and foster negative moods..."

There are few people who don't get stressed out while driving, says Novaco. And conversely, reductions in driving tend to reduce driving-related stress.

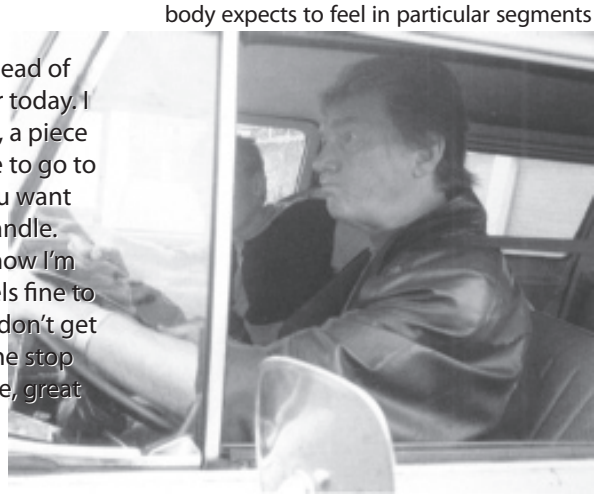
"More recently, we have found additional negative effects on physical health, work absences, and mood at home in the evening," Novaco adds.

In San Francisco, for example, car commuting is a major source of stress, especially as more people move to outlying areas, where houses are more affordable.

"A new issue we're identifying is that people are showing up to work later and later, and (because of the commute), they're frazzled when they get there," says Russell Hancock, who specialises in transport for the Bay Area Council, a business-sponsored public policy organisation. "Then they're feeling pressure while they're working because they're worried about getting back home, to day care and things like that."

Professor Hugh Freeman at Green College in Oxford highlights the lack of social support available to drivers. Freeman's concept of social support can include friends and family, chance meetings in the street, regular contacts with shop owners, bus drivers, and so on—any kind of social interaction which is available on an

continued on page 16



"Don't think you can get ahead of me because I am the leader today. I can stay ahead of all of you, a piece of cake. How high do I have to go to accomplish that? Oh, so you want to go 65 in a 35? OK, can handle. Hey, is this a race or what, now I'm doing 70 to stay ahead. Feels fine to whip through here. Hope I don't get burned—O.K., made it to the stop light. I'm still the leader here, great day!"

"CAR-COONED"

Gone are the good old days of distracted driving, when motorists merely juggled coffee, shaved, read a map, drove with a pet dog in the lap and lit cigarettes for the miles still ahead. Today, millions of American drivers are taking traditional driver absent-mindedness to new heights.

Behind the wheel, they're talking on cellular phones, sending and receiving pages, checking sports scores on personal digital assistants and even sneaking a glance or two at television.

Though the much-maligned cell phone gets the headlines for stealing drivers' "glance time" and causing abrupt lane weaving, experts say it's the mere tip of the iceberg. In California, a state that has long defined American car culture, more commute-weary residents are loading up their interiors with VCRs and DVD players, fax machines and dashboard video screens for satellite navigation systems.

Experts attribute the trend to the state's legendary and worsening traffic, which traps people in their cars for longer stretches and further blurs lines between the office and front seat.

And that is raising new fears among an array of authorities from lawmakers to insurance companies of a spate of new road crashes as more people are literally driven to distraction.

Nationally, officials believe up to 30 percent of crashes are caused by driver distractions such as mobile phones.

A March report by the National Conference of State Legislatures suggests device-related distractions that killed an estimated 600 to 1,000 motorists in 2001 could kill 2,000 a year by 2004.

The report also cites "great potential" for even more dramatic increases in fatalities by the decade's end. To those who spend most of their lives on the roads, the writing is on the asphalt.

"We see it all the time," says Leo Williams, a North Carolina trucker who watches passengers and drivers play video games, hold phones to their ears and work laptop computers.

At an I-80 truck stop east of San Francisco, New Mexico trucker Gene Smith adds: "Computers. They're going down the road with a computer on in the front seat. I see more of that."

"You can now buy [old-model] TVs and plug them into the dash and actually watch DVD movies," says Lt. Joel Broumas, who heads the traffic division at the Modesto Police Department in the Central Valley. "We stopped a kid who was driving a nice Blazer. He had one hooked up in the dash, about an eight- or nine-inch deal."

Academics have coined the word "car-cooning" to describe how people increasingly outfit their cars for comfort, entertainment and productivity. Phone systems are built in. New stereos pull in satellite radio broadcasts and play MP3 files downloaded from the Internet.

"We're seeing a lot of requests for mobile video," says Doug Kalpakoff, salesman at Wireless World in Morgan Hill, Calif. "Fewer people are flying and more are driving. The most popular is the drop-down screen from the roof. We see that in larger SUVs."

Some stores, he says, now install video screens on front-seat passenger visors.

That's already alarmed some California legislators, who proposed bills this year and last to follow the lead of New York state and ban California drivers from using hand-held cell phones.

Both measures died after vigorous opposition by major wireless companies, who argued that the number of wireless phone users has jumped from 10 million in 1988 to 120 million in 2002 without a huge corresponding increase in car crashes.

Already, cell phones, in-car electronics and radio-CD systems represent the leading cause of inattention in crashes that killed 6,516 Californians and injured 413,913 last year.

Those causes ran well ahead of eating, smoking, children, pets, reading and personal hygiene. Yet many, including the California Highway Patrol, which last year joined 15 states that gather such statistics, believe cell phone and high-tech inattention is greatly underreported because most offenders don't admit to it.

Auto industry spokesmen say consumers drive the demand for devices that often distract them, and carmakers equally oppose limiting "what you can put in your car."

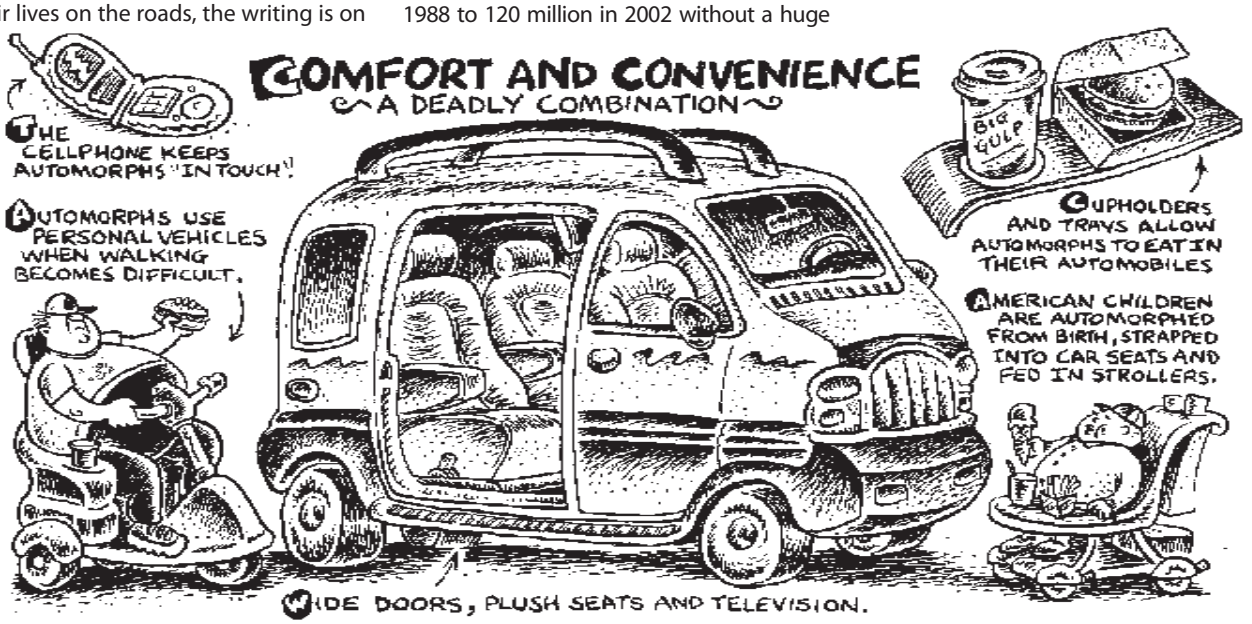
But Vann Wilber, director of vehicle safety for the Washington, D.C.-based Alliance of Automobile Manufacturers admits, "It's not a particularly precise science" between what overloads one driver and doesn't distract another. "It's kind of a new frontier in the study of human factors and human engineering."

On California's I-80, Williams and Smith grouse heartily about "the lady in the van, on the phone, smoking a cigarette, drinking coffee, fixing her hair and taking the kids to school." But Williams also confesses to a cell phone habit, saying "I can't say anything. I have one myself."

Smith also shows what's on his front seat. "They give me my load assignments on this," he explains.

It's a laptop computer. >>

- Associated Press, Aug. 22


COMFORT AND CONVENIENCE
A DEADLY COMBINATION
THE CELLPHONE KEEPS AUTOMORPHS "IN TOUCH"
AUTOMORPHS USE PERSONAL VEHICLES WHEN WALKING BECOMES DIFFICULT.
BIG GULP
CUPHOLDERS AND TRAYS ALLOW AUTOMORPHS TO EAT IN THEIR AUTOMOBILES
AMERICAN CHILDREN ARE AUTOMORPHED FROM BIRTH, STRAPPED INTO CAR SEATS AND FED IN STROLLERS.
WIDE DOORS, PLUSH SEATS AND TELEVISION.

KFC opened China's first drive-thru "restaurant" in September.

DRIVE-THRU SOCIETY

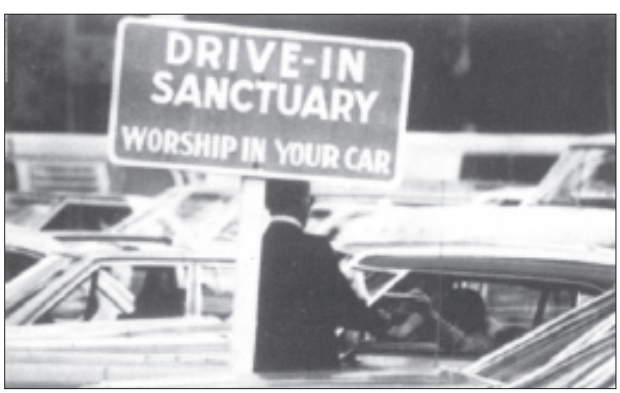
The Sunday morning crowd isn't what it used to be, but a small group of faithful Tucson residents still worships weekly from behind the steering wheel.

What apparently is Arizona's only drive-in church continues to operate 40 years after then-Minister John E. Coatsworth began preaching to carloads at the Tucson Rodeo Drive-In Theater. Everything about the original 1964 drive-in still stands, from the 30 pull-up parking spots with large metal speakers to the "communion creamers"—a wafer and wine packaged in a plastic creamer container.

"There's a need," said Rev. Shirley Garrett, interim minister. "There will always be people who find the drive-in easier than getting in and out of the car for church."

"As long as we praise the Lord, he's OK with us and with our cars," said 66-year-old Nellie Wilson, who has been attending the weekly drive-in service in her white Toyota pickup for the past decade.

"A lot of people don't think it's very religious, to be at church in your car," said Wilson. "Being in an actual church isn't the point. The Lord loves everyone and everything, no matter where you are."



The first drive-in restaurant opened in 1921 in Dallas. Called the Pig Stand, its waiters and waitresses leaped onto running boards of Model-Ts to deliver "curb service" to motorists. Jesse G. Kirby, an entrepreneur who decided to capitalise on the era's infatuation with the motorcar, coined the phrase, "People with cars are so lazy they don't want to get out of them to eat!" The Pig Stand, of course, survives to this day.

But drive-thru service didn't arrive until the early 1950s. Jack in the Box, a major US burger chain, now takes in two-thirds of its sales through the window. In 2002, Jack in the Box even went as far as lobbying for July 28 as "National Drive-Thru Day," which (it seems only) California Governor Gray Davis observed via a declaration of support on behalf of the entire state:

"It is a great pleasure to extent warm greetings to all who have joined Jack in the Box Inc. in celebrating Drive-Thru Day," wrote somebody who gets paid with taxpayer money to write stuff like this for the governor. "This event is a unique opportunity to celebrate the spirit of entrepreneurship and to recognise the history of the drive-thru. By working to enhance service to their customers, these businesses made a lasting impact not only on the Golden State, but on our nation's cultural identity and life."

"Most drive-thru customers are just stopping to fill their guts," says Bob Sandelman, a fast-food consultant. The industry's bread and butter—folks who buy fast food 25 to 30 times monthly—are the biggest drive-thru fans, he says. They want their food fast. Or they'll bolt.

More than 90 percent of McDonald's 13,000 US restaurants have drive-thru windows. Industry-wide, 80 percent of fast food's growth over the past five years has been at the drive-thru.

But these days, motorists can do a lot more than order burgers and fries through drive-thru windows.

Planting a garden? Drive through the Evergreen Nursery in San Diego.

Getting planted? Check out the drive-through mortuary at the GW Thompson Chapel of Remembrance in Spartanburg, South Carolina.

"We thought it would be kind of unique and a good customer service," said Christine Thompson, who owns the funeral home along with her husband, Thomas. "It's very popular."

The casket with the remains of the dearly departed is placed in a large picture window and arrows direct cars into a narrow lane where they motor by the deceased, hopefully turn down the radio and pay their last respects.

"Everything goes in the window," said Christine. "The casket, the flowers, it's beautiful."

And in April 2000, the Climax Gentleman's Club opened a drive-thru nude viewing window on US Route 22 east of Pittsburgh, Pennsylvania.

"You need a hook to pull people in," said club owner Nick Frantangelo, who credited employee brainstorming sessions with the ideas of the drive-thru.

Jayme, the stage name of the six-foot, 130-pound dancer who sometimes dances in the drive-through window, said the club gets a lot of business at the addition, which looks like a lane at a bank or fast-food restaurant.

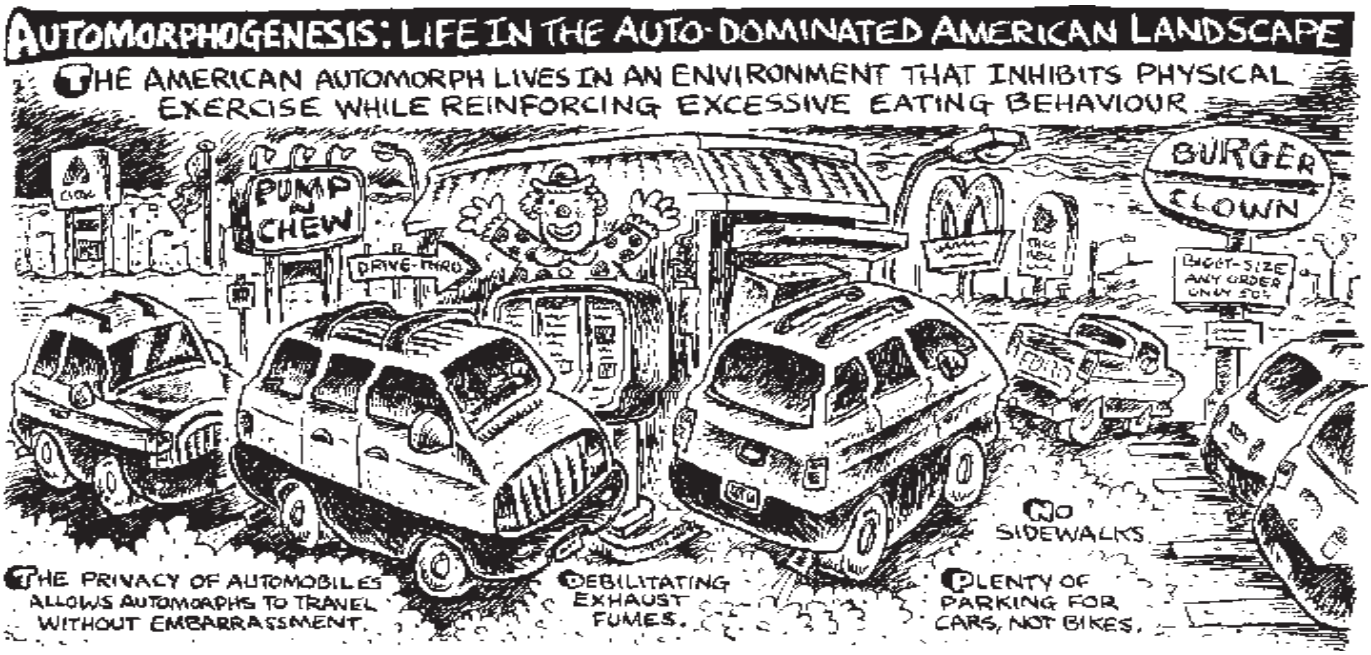
"We bring a smile and make someone's day," Jayme said of the club. "We're not hurting anyone."

Motorists pull around to a window at the back of the club, show proof they are 18 or older and pay $5 per minute. Then they pull up a few feet to a second window and watch a nude dancer for the amount of time they paid for.

A 26-year-old Climax stripper who would identify herself only by her stage name, Barbie, said most customers pay for two to three minutes, but one man paid $100 for 20 minutes.

"That can be tough," she said. "After a while, you run out of things to do."

Jack in the Box President Ken Williams said drive-thrus will most likely be around forever: "Automobile styles may come and go, and what's cool to drive today may be passé tomorrow. But one


AUTOMORPHOGENESIS: LIFE IN THE AUTO-DOMINATED AMERICAN LANDSCAPE
THE AMERICAN AUTOMORPH LIVES IN AN ENVIRONMENT THAT INHIBITS PHYSICAL EXERCISE WHILE REINFORCING EXCESSIVE EATING BEHAVIOUR
PUMP N CHEW
DRIVE-THRU
BURGER CLOWN
BIGGY-SIZE ANY ORDER ONLY $0.99
NO SIDEWALKS
THE PRIVACY OF AUTOMOBILES ALLOWS AUTOMORPHS TO TRAVEL WITHOUT EMBARRASSMENT.
DEBILITATING EXHAUST FUMES.
PLENTY OF PARKING FOR CARS, NOT BIKES.

thing is certain—as long as cars exist and people are in a hurry, drive-thrus will remain part of America's roadside culture."

And by extension, China's roadside culture…

On Sept. 12, 2002, KFC announced the debut of China's first drive-thru restaurant, located in the Asian Olympics Village district of Beijing.

"KFC is capitalising on China's increasing mobility, fast-paced lifestyle, greater consumer spending power and desire for luxury items such as auto-mobiles," said J. Samuel Su, president of KFC in China.

According to statistics, more than ten percent of households in Beijing already own cars; there are approximately one million cars in the city. More than 90,000 private cars are purchased annually.

"KFC is leading the way by offering Chinese consumers the ultimate innovation in convenience. KFC was the first to introduce Western-style food to China and today opens the country's first drive-thru restaurant," said Su.

KFC has "restaurants" in 150 Chinese cities, more than 80 in Beijing alone. n

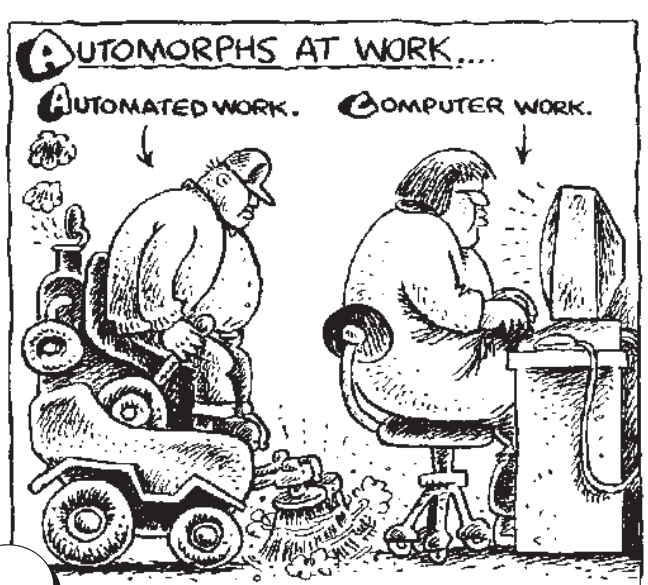
Psyched Out...

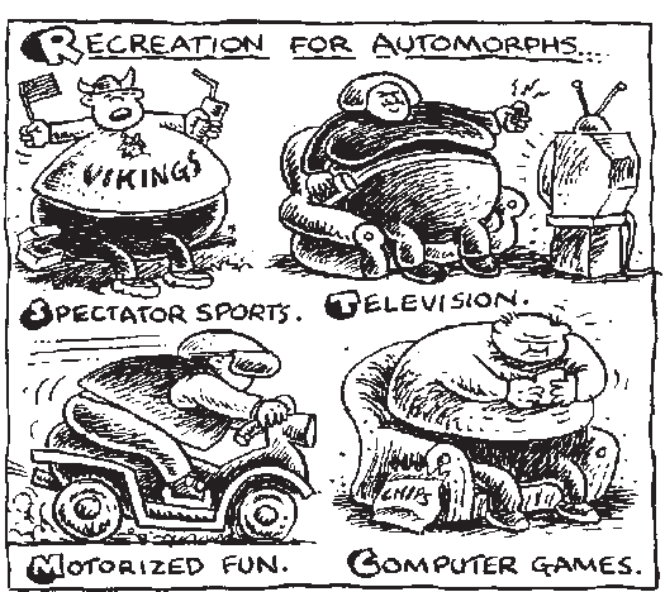
continued from page 13

informal basis. There is a well established link between a lack of social support and problems such as neuroses and depression. The automorphs travelling alone—through a landscape which has in its own way also become automorphed—are denying themselves this vital stabilising support.

"The endless spread of housing on the periphery of cities and towns means that more and more travel is necessary for essential human activities," says Freeman. "The effects of commuting have not been very well studied scientifically, but there are strong reasons for believing that this is a harmful activity."

According to Karen Sandqvist, a researcher at the Stockholm Institute of Education, "most people 'travel' about an hour per day, and it is reasonable that people learn different things depending on whether this hour is spent car driving, bicycling, walking or in public transport. Or in a limo. Going by public transport, you have to practice trust in society, while driving, you have to regard all fellow travellers on the road with suspicion." n





TRANSLATION

Übersetzung • Traduccíon

Deutsch

"Wir formen unsere Werkzeuge und diese formen uns", sagte der Philosoph Marshall McLuhan. Zuerst wurde das Auto für die Stadt geformt, dann formte sich die Stadt rund um das Auto, und nun, in einem finalen Triumph wirtschaftlicher und sozialer Entwicklung, wir Menschen müssen uns geistig und körperlich unserer neuen Umwelt anpassen.

Der Künstler Ken Avidor nennt dieses Phänomen "Automorphismus". Vorreiter sind die USA, aber alle Länder folgen in ihrem eigenen Tempo nach. Kein Einkaufen gehen, kein In-die-Schule-radeln, nur jede Menge Junk Food, zu Hause bleiben, und fiktiven TV-Charakteren bei deren aktivem Leben zuschauen.

60 Prozent der erwachsenen US-Amerikaner machen nicht die empfohlenen 30 Minuten Bewegung pro Tag, 25 Prozent sind "total inaktiv". Der Anteil übergewichtiger oder adipöser Erwachsener ist seit 1980 von 47% auf 64% gestiegen - was eine lange Reihe von gesundheitlichen Problemen mit sich bringt.

Da Autos in einer Weise beworben werden, die aggressive Instinkte und Machtgelüste, Freiheits- und Selbstbewusstseinbedürfnisse anspricht, sind wir starken psychischen Impulsen zur Verteidigung unseres "Territoriums" ausgesetzt, wie J. Greenwald vom "Health" magazine meint. Wir sind frustriert und angespannt in langsamem Verkehr, aggressiv und kampflustig in schnellem Verkehr. In San Fransisco haben Experten festgestellt, dass die Menschen beim Pendeln gestresst und ermüdet werden. Professor Freeman von der Oxford University zeigt die soziale Unterstützung auf, die automorphen Pendlern verweigert wird.

Familienmitglieder und Freunde, bekannte Gesichter auf der Straße, regelmäßiger Kontakt mit Geschäftsinhabern und Busfahrern - all dies sind vitale Teile unserer psychischen Landkarte.

In unserer neuen Umwelt bemühen wir uns um Komfort. Autofahrer statten ihre Autos mit DVD-Playern, Computer, Satelli-tennavigation und Videospielen aus. Bis zu 30 Prozent aller Unfälle, verantwortlich für bis zu 1.000 Tote in den USA im Jahr 2001 werden nun der Ablenkung des Fahrers zugeschrieben. Versuche, in zwei Staaten Fahrern die Nutzung von Mobiltelefonen ohne Freisprecheinrichtung zu untersagen, wurden von Telekommu-nikationsunternehmen verhindert.

Also, wenn die Autos so komfortable sind, warum aussteigen? Das erste Drive-Through-Restaurant, heute noch florierend, eröffnete 1921 in Dallas. Der Pig-Stand-Eigentümer sagte: "Leute mit Autos sind so faul, sie wollen nicht aussteigen um zu essen!"

Heute gibt es Drive-In-Kirchen, Drive-Through-Kinderkrippen und -Friedhöfe, sogar einen Nachtclub mit exotischen Tänzerinnen, denen man vom Inneren seines Wagens zusehen kann, gibt es. Stau hat noch nie so viel Spaß gemacht. n

Español

"Nosotros hacemos nuestras herramientas y ellas nos hacen a nosotros" dice el filósofo Marshall McLuhan. Primero el auto fue hecho para la ciudad, luego la ciudad se hizo para acomodar al auto, y ahora, en el triunfo final del desarrollo económico y social, nosotros, la raza humana, debe adaptarse mental y físicamente a nuestro nuevo medio ambiente.

El artista Ken Avidor llama a este fenómeno "automorfosis". Los Estados Unidos están obviamente a la cabeza, pero todas las naciones del mundo están siguiendo esa senda a su propio ritmo. No mas caminatas a las tiendas o ir en bicicleta a la escuela, comemos mucha comida chatarra, no salimos de nuestras casas y miramos a otros tener vidas muy activas en la televisión.

Sesenta por ciento de los adultos norteamericanos no hacen el mínimo recomendado de 30 minutos de ejercicio diario; 25% son "totalmente inactivos". La proporción de sobrepeso y obesidad en adultos norteamericanos se ha incrementado del 47% al 64% desde 1980 - con una amplia gama de serios problemas de salud.

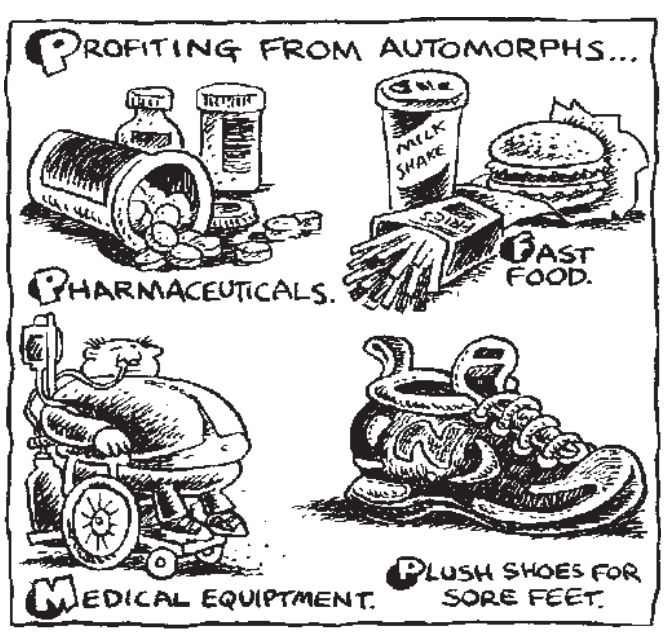
De acuerdo a J. Greenwald de la Revista Salud, como los autos se publicitan apelando a insitintos agresivos y deseos de poder, libertad y autoestima, las personas que recibimos esa publicidad están sujetas a poderosos impulsos mentales para controlar su "territorio". Nos frustramos y tensamos en un tráfico que se mueve lentamente, o nos ponemos agresivos y competitivos con la velocidad. En San Francisco, los espertos han notado que las personas se estresan y cansan en su camino al trabajo. El profesor Freeman de la Universidad de Oxford subraya el tipo de apoyo social negado a la persona que se transporta en auto y que ha sufrido la "automorfosis".

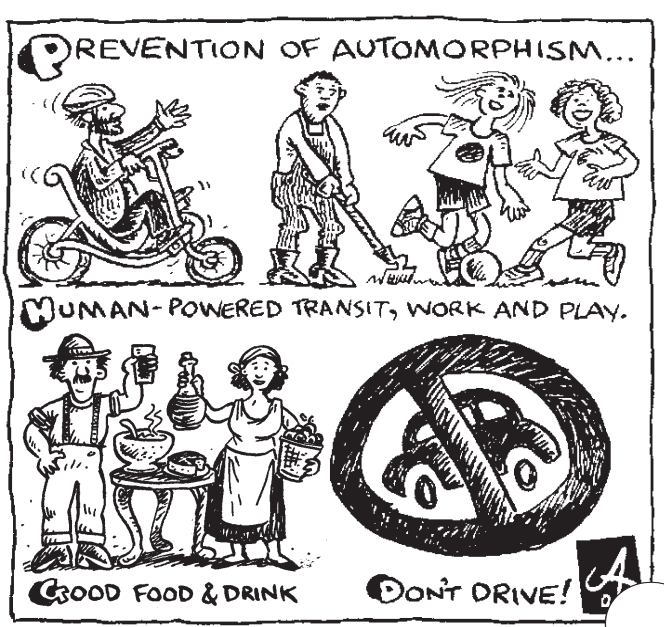
El contacto humano con la familia y los amigos, las caras familiares en la calle, con los dueños de tiendas o choferes de autobuses es parte vital de nuestro paisaje mental.

En nuestro nuevo ambiente, nuestro principal interés es la comodidad. Los conductores han equipado sus automóviles con equipos de DVD, computadoras, navegación y juegos del video. Hasta el 30 por ciento de los accidentes pueden deberse a la distracción del chofer, que aparece como responsable de 1,000 muertos en Estados Unidos en 2001; pero movilizaciones y cabildeos reaizados en dos Estados para prohibir el uso del teléfono celular manual por conductores fueron derrotados por las compañías de telecomunicaciones.

Teniendo automóviles tan cómodos, ¿para qué salir de ellos? El primer restaurante con servicio en el auto fue abierto en 1921 en Dallas; el Pig Stand's que todavía ofrece servicio. Su dueño dice: "¡Las personas con automóviles son tan perezosas, que no quieren salir de ellos ni a comer!".

Hoy hay auto iglesias, auto guarderías, auto funerarias, e incluso un club para caballeros en donde las danzas exóticas pueden ser vistas desde la ventanilla del automóvil. El trafico nunca había sido tan divertido. n





A Pedestrian Love Story

by B.C. Brown

with graphics assistance by Kevin Ducey

I recently met the light of my life. He'd been there all along but I'd never really noticed him.

He was very earnest, seemed to carry the world upon his back.

I approached him in a casual, friendly manner.

We had many things in common and were soon spending all of our time together.

We talked for hours about pedestrian concerns...

Discrimination

Danger

We searched for the subway. There were scraps of evidence everywhere, but never any stairs.

We were naughty together.

But mostly we took long walks.

Our love was not without complications.

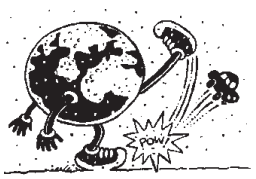
Jealousies set in.
I couldn't afford the hour and a half walks to work and back and began taking the bus. Sometimes I took my bicycle.
I began to see that he was an ideal and I needed something more multi-faceted, more multi-modal for the world I inhabited.

I realised I had fallen in love with an icon.

Eventually we went our separate ways.

Action!

Action • Aktion • Acción



You wouldn't believe what people get up to. If your action report doesn't appear here, then make sure it will next time.

A Ticket to Not Ride

Tree-huggers, time-wasters, socialists, elitists, leftists, losers, homosexuals, Democrats... These are just a few of the more printable epithets that have been directed at the members of Earth on Empty, an environmental organisation dedicated to improving air quality and reversing global warming. What has Earth on Empty done to earn such malice? It has launched a campaign to "ticket" SUV (4x4) owners for violations against the environment.

Volunteers with the organisation distribute faux traffic tickets to parked SUVs; the text on the tickets describes the environmental consequences of owning the gas-guzzling, oversized vehicles. Earth on Empty's campaign—about a million tickets delivered in the last year and a half—is just one part of a grassroots anti-SUV campaign that has included erecting "No SUV Parking" signs on New York City streets. Earth on Empty's goal is to make SUV ownership an embarrassing sign of conspicuous consumption.

Earth on Empty was born as a part of Massachusetts Bike Week, May 2001, when three Somerville artists got together and created the SUV ticket, recruiting an army of cyclists, pedestrians and greens to ticket all SUVs! The movement continued with "National Ticketing Effort" targeting 50 cities in 50 states from May 11 to 19, 2002. Local ticketing actions are continually being planned and carried out.

- adapted from The New York Times

Check out <www.earthonempty.com> and <www.stayfreemagazine.org/suv>.

ExxonMobil Shut Down

The Stop Esso/ExxonMobil campaign, led by a coalition of groups including Green-peace, is raging on.

On October 19, 2002, petrol stations in Beverly Hills and Manhattan were shut down simultaneously by activists chaining themselves to pumps. A banner reading "Stop Global Warming, Don't Buy ExxonMobil" was also dropped. The actions and 50 simultaneous demon-strations at ExxonMobil petrol stations across the US marked the start of a national day of action against ExxonMobil by environmental, human rights and pro-democracy groups.

On October 25, the third day of the eighth Conference of Parties (COP8) in New Delhi, India (COP8), more than 600 activists from 31 countries attended a similar event in Luxembourg.

In a series of actions activists shut down all ExxonMobil petrol stations in Luxembourg, including the largest one in the world, on the Luxembourg/German border. This time the banners read "Esso: Climate Criminal No. 1."

ExxonMobil is widely known to be the most aggressive saboteur of global climate negotiations and is largely responsible for the US backing out of the Kyoto protocol.

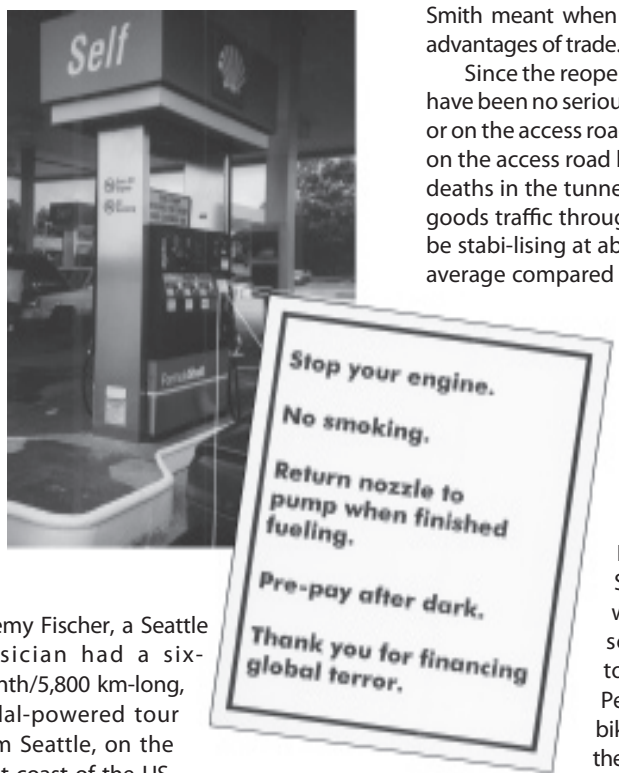
For more info: <www.stopesso.org>.

Subverting Petrol Pumps

A US art group called Subvert is distributing petrol pump stickers (see left). Obviously they are "for personal use only. [The author does] not condone or endorse their use in any way which may violate city, state, or federal laws."

The simple yellow stickers have an official touch and you can get them from <www.subvert.us/thankyou>.

One Less Tourbus



Jeremy Fischer, a Seattle musician had a six-month/5,800 km-long, pedal-powered tour from Seattle, on the west coast of the US, to Halifax, on the east coast of Canada. The project, titled "One Less Tourbus," was raising funds for bike projects in Africa.

Jeremy has used the bicycle throughout his whole career to carry his instruments and himself to gigs and all around. One Less Tourbus was however the first full-sized tour he's done this way, and he may be the first one to do a tour like this.

According to his promotional piece, "Fisher's sound conjures early Bob Dylan, but with a muscular style and lyrics informed by miles and miles of pavement, scenery, and sweet saddle soreness."

For more info, check out Fisher's website: <www.thumbustermusic.com>.

Mont Blanc Update

The Alpine anti-transit movement is as alive and kicking as ever. The Mont Blanc movement has held anti-lorry demon-strations every Wednesday since the reopening of the tunnel to 40-tonne trucks on June 25, 2002.

They blocked the road on the French side in September to mark the dis-appointing end of the Johannesburg summit, and invited friends from the other Alpine countries. On October 5, more than 500 people blocked the Italian side of the road. And the Brenner motorway was blocked at the Austrian side of the mountains on October 25.

Activists in Switzerland have started handing out prizes to supermarkets responsible for the most absurd transports. The latest example: Swiss cream is trans-ported to Belgium where it is transformed into whipped cream and then transported back to Switzerland to be sold. That's what Adam Smith meant when speaking about relative advantages of trade.

Since the reopening of the tunnel, there have been no serious accidents in the tunnel or on the access road (25 deaths in five years on the access road before the tragedy of 39 deaths in the tunnel in March 1999). Heavy goods traffic through Mont Blanc seems to be stabi-lising at about 600 trucks a day on average compared with 2,200 a day before the accident.

See the websites <www.transitforum.at>, <www.gegenverkehr.at>.

Bike Tour to Earth Summit

Despite the fact that the September Earth Summit was generally a disaster, some people managed to get the best out of it. People such as four British bikers who cycled there all the 13,000 km from London. The eight-month trip began on Nov. 26, 2001, and arrived in Johannesburg on Aug. 5, 2002, after 253 days of cycling.

The main aim of the trip was to draw attention to issues related to water but the trip had general environmental dimensions too, given for example the means of transport used.

Check out the project's website, <www.cycletothesummit.org.uk/>.

Four continents, 21 countries, 44 cities...

Those Were the Days

September 13-27, 2002: Suddenly activists were everywhere—in farmers' markets; riding down the main streets; partying in the city centre; singing and dancing. The far-flung corners of the world saw a little glimpse of a better world through the smog: World Car-Free Days: Fifteen Days to End The Auto Age. The call to action was answered by groups from Taiwan to Tasmania, Santiago to Seville, Jakarta to New Jersey. And while the details of events over the world are still—yes, even still—rolling in to the Car Busters office, here's a roundup of what we've heard about so far...

Milan, Italy - Sept. 27:
We had the biggest mass so far, with 700 to 800 cyclists riding freely in the gloomy streets of Milan by night. We had a brass band pedalling with us, playing slavic music, Bregovic style. Afterwards we went to a former industrial area where we had arranged a big party. We had a sound system and some cyclo-video art projections. Good atmosphere and a lot of very young people which is good. Newspapers and radios talked about us. We had the usual positive coverage. They like us, which is good, because it means they also like our ideas.

- Giovanni

Moscow, Russia - Sept. 14:
About 15 people participated in the "Transportation" game, divided to seven teams of two.

The game included a quiz about the history of Moscow, as qualification to define the "pole position" of players. After that teams started the run to visit four control points in two okrugs (large districts) of Moscow and complete simple but interesting tasks: to find a bus schedule, one kindergarten's number, a name on a monument and a code of a local savings bank's branch.

The winners, Michael Fedotov and Anton Kulikov, finished with the unbeatable time (2:56:26) and received prizes from the <www.carfree.org.ru> and <www.tramvaj.ru> web sites. All participants used five types of public mass transport in their trips during the game—and no cars, no taxis, and no private microbuses.

Although Moscow's acting Mayor raised the cost of all public transport trips from four to seven roubles (31.5 RUR = 1 USD) on October 1, our game will live anyway—the second run is scheduled to the end of October.

Complete information, all players' routes and times are available at <www.carfree.org.ru/game.php> (in Russian, sorry.)

- Alexey

Nizhniy Novgorod, Russia - Sept. 22:
Car-free day action was held by activists of various environmental groups and just ordinary people worried about growing auto-traffic in this huge industrial Russian city (pop. 1.5 million).

There was a demonstration in gas masks with banners saying "Tired of seeing what I breath," "A morning bottle of beer for every driver," "Driver! It's better to go by tram once a week, than to cure children's asthma," "If you're not a tram, get away from rails," and so on. People with home-made clay whistles mimed the Piper, calling cars— instead of rats—out of the city.

Owing to heavy rain and cold weather (+3°C), there were less people and journalists than were expected to come. Only one clip was shown on regional TV but some articles were published in newspapers.

The central event of the action was a presentation of the independent Report "Green Version," prepared by Ireena Fufajeva and Svetlana Prosheltceva, ecological journalists and activists of the NGO AVE-info. It includes the analysis of the transport and trafic situation and their proposals for the city.

- Ireena Fufajeva

See the report on the website <www.aveinfo.narod.ru/TEXTS/zelvers1.htm>.

Barcelona, Spain - Sept. 21-24:
We organised the "Carpas de la Bici," i.e. we reclaimed and kept a place for pedestrians and bike users for five days in Passeig de Gracia, Barcelona's Champs-Elysees.

The City Hall closed it to car traffic because it was Festes de la Merce, an important fiesta here in Barcelona, and we used it to advocate for a bike-friendly city: information for bike users, about secure routes, technical advice for bikes, wash-your-bike service, games for kids, discussions about bike mechanics, exhibition and so on.

Our most successful activity was a photo contest "Bike, An Urban Means of Transport," that we organised to make the image of urban bike use in Spain more common. More than 300 pictures were shown, and more than 50,000 people did visit the exhibition. We had not expected so many people, but bike use in Barcelona is rising very fast. After twenty years of bike activism by Amics de la Bici, we have the feeling that our efforts are fruitful, and that the City Hall takes us seriously.

- Dani

See <www.amicsdelabici.org>.

Madison, Wisconsin, USA - Sept. 21:
We made a bunch of t-shirts and a mural for car-free day with the logo on it, along with patches and banners. We gave out the patches along with "One Less Car" stickers at the farmer's market.

There was a good reception, and some people who had driven to the market felt like they could have biked, and others who biked felt good about it.

Santiago, Santigo de Compostella, Seville, Sofia, Sydney, Toronto, Tainan City, Trondheim, Tuscon, Vancouver, Victoria...

In the afternoon, we "ticketed" large trucks and SUVs with the tickets from Adbusters—I think this was everyone's favourite part of the day. Others kept ticketing cars for days after (it is addictive—there are just so many cars that need these tickets).

We then took our spirits out to Picnic Point, a peninsula that juts out into Lake Mendota and is very thin, basically there is a bike trail down the middle and the rest is wooded. So we rode our bikes down there and had a cookout. We ended the evening with a "Moonlight Molasses" bike ride around Lake Monona —full moon and a 13-mile ride, very nice.

We still have our banners up and a little bit of car-freeness in the air (or wait, is that the pollution?). Overall, I would say that it was a great success, very well received by the community, and promises to be bigger and better each year. Perhaps next year we will try to have a "car-free" downtown for the entire day, with a permit and everything. The support from our legislators will really spread the word. Car-Free Day was followed by our monthly Critical Mass ride, Friday, Sept. 27.

- Judy Magloczki

Jakarta, Indonesia - Sept. 22:
A coalition of ten groups, including SUSTRAN Asia, the local WWF branch, environmental and developmental NGOs and the Unleaded Gasoline committee, organised Jakarta's first car-free day, taking over the area between Thamrin and Sudirman avenues in the central business district, from 7 am for about four hours. A stage was set up in the street, and the day's activities began.

Public debates were held in which the public were able to question representatives from government and NGOs and a university lecturer. Street Music samba group played for the crowds and street theatre was performed by a group from Moestopo University. A local antique bicycle group presented a display, and traditional Andong horse-drawn carriage rides were offered, brightly decorated for the occasion.

Children joined in puzzles, singing on the stage and an art competition. Leaflets were distributed throughout to the passing crowds enjoying the shows.

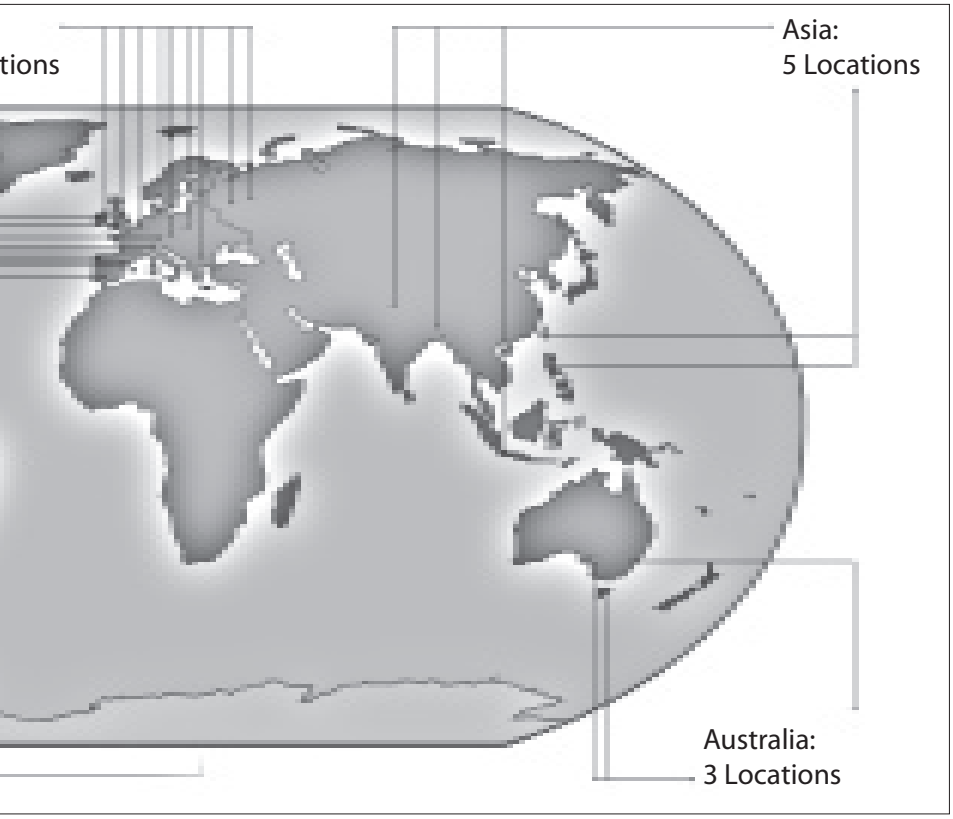
Live talk-radio shows covered the build-up to the event on September 17-19, followed by a well-attended press conference on September 19. Banners were installed in the streets and 1,000 leaflets distributed in advance. The event itself featured on six television channels, two radio stations (one of which provided live radio coverage), four newspapers and a childrens' magazine. Public feedback was very positive and the event looks to be repeated in following years. n

- SEGAR! Jakartaka

Tenth anniversary of Critical Mass in San Francisco, USA, September 27

The biggest international car-free event ever?

...not quite. Since we initiated World Car-Free Day in September 2000, Earth Car-Free Day (for Earth Day on April 22) was born and, with the support of the UN, claims to have reached millions of people in more than 30 countries with their 2001 event, although in the 2002 event the car-free emphasis appears to have dwindled. Meanwhile, 1,446 towns in 40 countries participated in some way for the "In Town Without My Car!" initiative of the European Union this year (although in many cases this amounted to little more than an official statement of support). There's no doubt that the more groups working on this, the better, but there's also no doubt that there's no substitute for localised, community-led, radical action. So we hope activists all over the world will never simply leave it to these Greater Powers. Long Live World Car-Free Days! Now, we just have to work on Africa...



World Car-Free Days...

...because we're big.

The complete collection of (illustrated) action reports are on-line at <www.car-busters.org/wcfd>. If you have been involved with an action anywhere in the world, please let us know how it went!

graphic: Steven Waters, Walk DC

Introducing Autoholics Anonymous

Unlike other 12-step programmes, this one doesn't make you submit to, or even believe in, a higher power. You must, however, be committed and believe in yourself.

Admittedly, the idea of a 12-step self-help programme for car addicts might seem amusing at first, but this is intended to be totally serious.

That is, we're quite serious about our aims but we're light-hearted enough to call ourselves "recovering car addicts."

As we all know, many serious social and environmental problems can be linked to car use. We address this by being proactive and working to change our individual and collective behaviour.

None of this is to suggest that responsibility for our current mess—noise and pollution, death and injury, auto-blight and urban sprawl—rests chiefly on the shoulders of the individual driver.

On the contrary, the existence of a powerful and self-serving transportation industry has a lot to do with why alternatives have lagged so far behind. This isn't another conspiracy theory, it's simply a reason why the car has become in many cases the most convenient and practical option—as opposed to traditional car-free cities like Venice, Italy, where we obviously wouldn't need this programme.

Just as in former Communist countries people were not hypocrites for opposing the regime while relying upon it to put food on the table, there is no contradiction in reluctantly using the car when and where it has genuinely become the only viable option. A regime is a system imposed from above—one does not always have the luxury of non-participation. Still, one's active opposition to the regime is crucial, as acceptance precludes action, and even desire for change.

So the entry point for Autoholics Anonymous is a desire to take an individual stand, no matter how small and incom-plete, against auto tyranny and above all, for a happy, healthy, independent life.

But let's relax and take our time with this. There's no point in taking on a huge project and finding it so overwhelming that we quickly back out and forget about it. Better to break this down into realistic, manageable yet reasonably challenging steps.

Let's forget about guilt, blame or notions of purity. Let's just go at our own pace and not focus too much on success or failure. We won't always live up to our goals, but that's to be expected and it's no reason to stop trying. So let's enjoy the positive benefits and have fun with it!

Before long you'll be looking forward to attending local meetings, standing up in front of everyone and saying "Hi, my name's Jane, and I'm an autoholic."

AA News Corner

We at Car Busters have obtained the web domain name <www.autoholics.org> for use as the home site for Autoholics Anonymous. Until things come together, we will be using <www.carbusters.org/aa>.

We would like to offer there as much practical information as possible on car-free living—tips on cycling and public transport use, the best places to live car-free, how to make your own bicycle trailer, etc. Please help us with this, and send us whatever you have, including personal advice based on what you've learned being car-free; include your name, town or city, country, and if you'd like, a photo.

The website will also include a forum for people to receive advice on being car-free. Therefore we need car-free people to join in regularly and provide this advice.

If there is sufficient interest, national chapters offering country-specific information can be set up as part of a wider network.

Another idea is to expand the programme we offered during World Car-Free Days 2002, which was intended to wean motorists off the automobile over the two-week period.

So there you have it. Now you know what you can do to assist the programme. We hope to hear from you soon! n

The Twelve Steps of Autoholics Anonymous

1. We admitted we were victims of the transportation industry seduced by speed, status, and sense of power—that we had become isolated and passive consumers of distances whose shape and length we could no longer control. We admitted we were not free but enslaved and powerless in this situation.

2. We came to believe that Human Power and Access By Proximity could restore a balance in ourselves, and between the human and the natural environment.

3. We made a decision to build up our will to create personal and social change, and to transform our lives.

4. We made a searching and fearless inventory of the impacts of our car addiction.

5. We admitted to ourselves, and to another human being, the exact nature of our wrongs and the wrongs committed in the name of motorists or on behalf of the automobile-petroleum-highway system.

6. We were entirely ready to overcome all the obstacles—laziness or sedentary lifestyle, lack of equipment or infrastructure, lack of supportive friends or family, low-density development, misguided zoning laws or planning policies, unenlightened officials, industrial might, etc.—standing in the way of personal and social change.

7. We humbly asked Those In Power to remove any remaining obstacles, and when and where this failed, we took personal and community action to remove them (the obstacles as well as Those In Power).

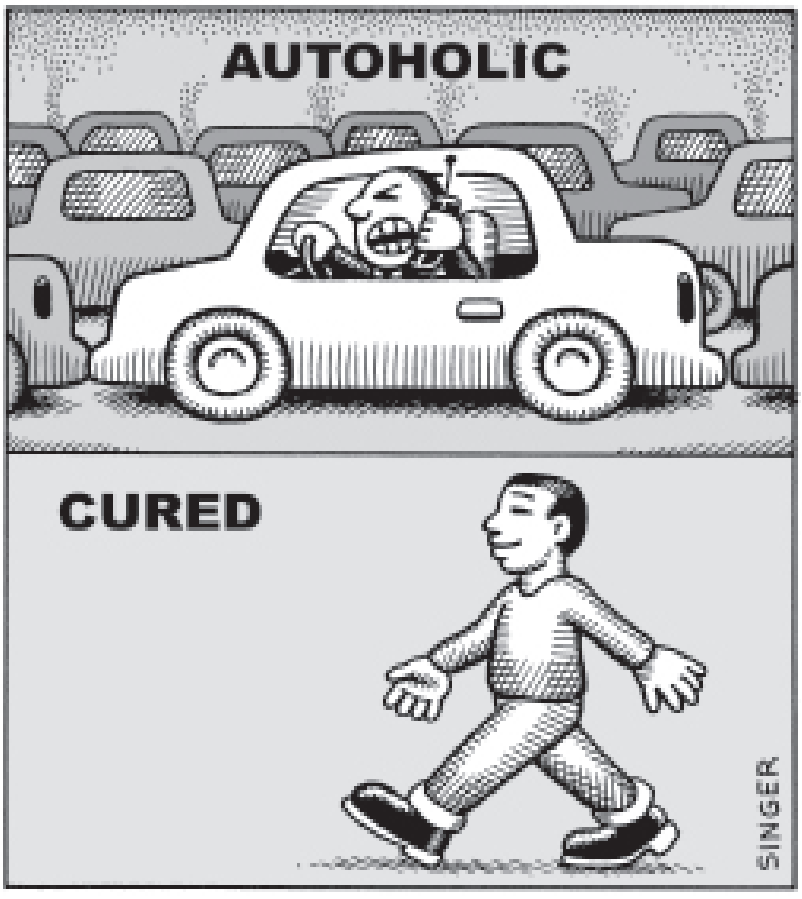
8. We made a list of all persons and beings past, present and future our driving had harmed, and became willing to make amends to them all.

9. We made direct amends to such people and beings wherever possible, except when to do so would injure them or others.

10. We continued to take inventory of our ongoing progress and impacts, and when our behaviour caused unnecessary damage to others or the environment, we promptly admitted it and took action to mitigate it.

11. We sought through spontaneous and convivial interaction to improve our contact with Neighbours and Community Members, reclaiming where possible the public space lost to the rush of traffic.

12. Having had a personal awakening as the result of these steps, we tried to carry this message to other autoholics, and to practice these principles in all our affairs. n



Deutsch

Die Idee eines Zwölf-Punkte-Selbsthilfe-Programms für Autosüchtige mag auf den ersten Blick amüsant er-scheinen, ist aber ernst gemeint. Wir haben ernsthafte Ziele, sind aber ehrlich genug, uns "genesende Autosüchtige" zu nennen. Wie wir alle wissen, hängen viele soziale und Umweltprobleme mit der Autonutzung zusammen. Wir versuchen daher etwas zu unternehmen und arbeiten daran, unser individuelles und kollektives Ver-halten zu verändern.

Car Busters hat die neue Domain <www.autoholics.org> für die Anonymen Autoholiker reserviert. Bis wir alles komplett haben, werden wir dafür <www.carbusters.org/aa> nutzen. Wir möchten soviel praktische Infos wie möglich über autofreies Leben anbieten - Tipps zum Radfahren und öffentlichen Verkehr, die besten Plätze für autofreies Leben, wie man sich selbst einen Fahrradanhänger baut, etc. Bitte helft uns dabei und schickt uns, was immer Ihr habt.

Wenn genug Interesse herrscht, können nationale Kapitel mit landesspezifischen Informationen hinzukommen. Eine andere Idee ist die Ausweitung des Programms, welches wir während der Autofreien Tage 2002 angeboten haben. Es zielte darauf ab, Autofahrer in den zwei Wochen von ihrem Fahrzeug zu entwöhnen. Die Site wird auch ein Forum enthalten, wo Ratschläge für autofreies Leben eingeholt werden können. Dafür brauchen wir regelmäßige Besuche autofrei lebender Menschen, die diese Ratschläge geben können. Jetzt weißt Du, wie Du mithelfen kannst. Bis bald! n

Español

La idea de un programa de autoayuda de 12-pasos para los adictos del automóvil podría parecer una exageración divertida pero pretendemos realizarlo con toda seriedad. Somos absolutamente serios sobre nuestros objetivos, pero suficientemente sensibles para llamarnos "adictos a los autos en recuperación". Como todos sabemos, muchos problemas sociales y medioambientales serios pueden estar ligados al uso del automóvil. Abordamos esta problemática deforma proactiva y trabajando para cambiar nuestra conducta individual y colectiva.

Nosotros en Car Busters hemos obtenido <www.autoholics.org> para usarlo como el sitio para Autoholicos Anónimos. Mientras logramos armar este sitio seguiremos en <www.carbusters.org/aa>. Nos gustaría ofrecer en este espacio tanta información práctica como sea posible sobre cómo podemos vivir libres del automóvil, con en el ciclismo, con el uso de transporte público, cuáles son los mejores lugares para vivir sin automóvil, cómo hacer su propio remolque de bicicletas, etc. Por favor ayúdenos con esto y envíennos cualquier información que tengan disponible.

Si hay interés suficiente, ofrecemos una sección especial de su nación, con información específica de su país que puede ponerse como partede una red más extensa. Otra idea es extender el programa que ofrecimos durante el Día sin Automóvil Mundial 2002 para intentar sacar a los motoristas fuera de suvehículo contaminante durante dos semanas. El website también incluirá un foro para las personas que requieran consejos para vivir sin automóvil. Por consiguiente necesitamos la participación de personas que vivan sin autos para dar esos consejos. ¡Esperamos tener noticias tuyas pronto! n

"After a year or so of driving, I realised how pointless it was in urban Glasgow, so one day I decided to take the bike to work. I can still remember that wonderful feeling of freedom as I set off with my medical bag strapped to the rear carrier. I haven't used a car in my work since, and that first ride was 13 years ago."

Dr. Colin Guthrie
Glasgow, Scotland, car-free

"Now that I'm used to living without a car, I have an incredibly convenient life."

Dave Snyder
San Francisco, Calif., USA, car-free

"Whatever the weather it is always possible to wrap up warm or wear waterproofs. My daughter has enjoyed the two-mile walk to kinder-garten since the age of three. Walking, cycling and using public transport is quality time—an opportunity for the family to talk and enjoy the changing seasons."

Ruth Chivers
Swindon, UK, car-lite

"Car-freedom has given me a great gift: a love affair with my bicycle... Cycling keeps me looking young and feeling energetic and connected to the earth. I could never go back to the noose of the car."

Angela Bischoff
Toronto, Canada, car-free

"By taking public transportation, I have a better sense of what other people's lives are like, and feel part of a bigger community."

Sally Flocks
Atlanta, Georgia, USA, car-lite

Autoholics Anonymous

A Self-Help Programme for Petro-Junkies

This satirical piece from 1997 was our inspiration. The author has endorsed our idea of a serious AA programme, and contributed to our 12 steps found on page 23.

Most of us are all too aware of the problems associated with alcoholism, drug abuse, and similar addictions.

Yet how many of us are cognisant of the far graver global consequences inherent in our society's continued reliance on petroleum-powered vehicles for personal transportation? Try this simple test to determine if you, or someone you know, might actually be an autoholic:

1. Do you tend to have a closer and more enduring relationship with your automobile than with most of the people in your life?

2. Do you suffer anxiety attacks or feelings of complete helplessness and a sense of loss whenever your car is back in the shop for repair?

3. Do you enjoy going for long drives by yourself (even when you have no particular destination in mind), or setting new speed records en route?

4. Are you so used to taking your car on even the shortest of trips that you often spend more time searching for a parking spot than in driving where you're going?

5. Do your cars consume more of your paycheck than either food or rent, and does insurance for them cost more than for both your home and your life?

6. Are you now or have you ever been an uninsured motorist, or driven without a valid license, simply because you had no other way to get around?

7. If you had to choose between your TV and your car, would you return to radio? Between grass and gas, would you prefer life without a lawn? And between your sex drive and your four-wheel drive, would you select celibacy?

8. Are you fed up with ever-worsening traffic and air unfit to breathe, but fail to consider your own contribution toward these problems?

9. Do you think that the solution to urban congestion is more concrete and asphalt, and that gridlock can be avoided if we just build enough roads?

10. Do you believe that there really are limitless reserves of petroleum available, and that the age of the private automobile will never end?

11. Are you willing to wage war, or condone our nation going to war, for access to or control over a continuing supply of cheap oil—just to keep your gas-guzzler on the road for a few more years?

12. Do you feel that your right to own and operate a motor vehicle should take precedence over those of your fellow planetary passengers to live in a habitable world, and are you willing to sacrifice the prospects of future generations for a better life, or even for a life at all, on the altar of your own selfish interests and pursuit of personal convenience?

If you answered yes to any of these questions, you might well have a problem. If you answered yes to two or more, you most likely are a confirmed auto abuser. If you are at all concerned about being dependent on such a destructive means of transportation, try kicking your own car habit with:

The Petro-Junkie's Pedal-Pusher Pledge

1. Get a life by getting a bike—become a born-again cyclist.

2. Resolve to use pedal power whenever possible in place of a car.

3. Rethink your priorities and the concept of time as a commodity.

4. Forsake the frontier mentality of "use it up and throw it away."

5. Quit the cult of conspicuous consumption and competitive conceit.

6. Do without, get by with less, and recycle what you have.

7. Live more harmoniously with the planet and its inhabitants.

8. Lead by example and encourage others to follow in your path.

With the proper preparation, substituting a bike for your Buick or BMW should bring not only substantial health and financial benefits, but also the peace of mind that comes from taking personal responsibility seriously.

- Riley Geary, October 1997

Geary, if we are to believe him, has been a "car-free lifestyle counsellor" since 1988. He lives in Arlington, Virginia. USA.

"Walking, I can smell flowers in people's gardens. It's great to walk through a neighbourhood and smell people cooking."

Mark Petersen
Roanoke, Virginia, USA, car-free

"We get a bit tired of people saying 'I have no option but the car.' Our first consideration in where to live was easy walking distance of public transport. We buy at small, local shopping centres [and] at the fruit and vegetable market... We can pick and choose and find things much more easily and quickly... Once walking has become a habit, it seems inconceivable to go by car and sit in all that traffic... The kids are so independent, and love getting about without relying on mum or dad."

Wendy Love
Newcastle-upon-Tyne, UK, car-lite

"We now firmly believe that the only way to change one's use of the car is to give it up altogether."

Jim and Susan Young
Swansea, UK, car-free

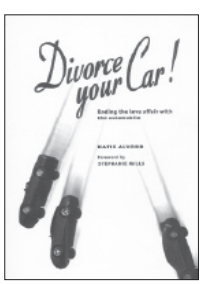
"We see a lot of positives in not owning a car—we save money, there's less hassle, we don't have to deal with parking problems. All those things are advantages that make us keep doing what we're doing."

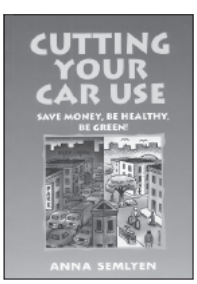
Joan Stein
Ames, Iowa, USA, car-free

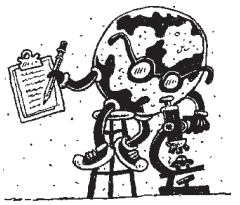
"We shop at the neighbourhood grocery stores and we get to know the merchants, and if we need to buy something and we find we don't have enough money, they just say, oh, you know, take it and pay me next time."

Joan Stein
Ames, Iowa, USA, car-free

The quotations on the margins of these pages come chiefly from two books offered by our Resource Centre: Divorce Your Car by Katie Alvord and Cutting Your Car Use by Anna Semlyen. Both are sources of valuable information on living car-free and car-lite living.







Here's what some of the people with letters after their names have been saying. You'll need to seem clever if you want to change the world, you know.

SUVs Safe? Think Again

You can't rely on size to protect you in a car crash, a joint research project by the University of Michigan and Berkeley National Lab has found. The research was conducted to test the widely held belief that driving lighter, more fuel-efficient cars increases the risk to oneself.

The results assess the risk to drivers of 42 different car types and models, and also look at the risk presented to other drivers. This analysis is the first to look at "combined risk"—the risk to all people involved in a crash. The results show that bigger is not necessarily safer.

Apart from finding that all light cars present less of a risk to other road users, the report showed that the combined risk of an SUV (sports utility vehicle, aka 4x4) is vastly greater than just about any car. And some SUVs actually seem to present a far greater risk to the driver than most standard cars.

- Berkeley Lab Science Beat

See the report at <www.lbl.gov/Science-Articles/Archive/EETD-SUV-Safety.html>.

Do As I Say, Not As EU

The 13 countries seeking accession to the European Union are rapidly adopting the members' unsustainable transport patterns, as roads gain increasing importance in their transport systems at the expense of the railways and economic recovery brings growing levels of traffic.

A new report from the European Environment Agency (EEA), "Paving the Way for EU Enlargement: Indicators of Transport and Environment Integration," examines progress made in the transport sector in implementing the EU principle of integrating environmental concerns into other policy areas.

The report examines a set of key progress indicators and concludes that both the EU and accession countries are actually moving away from the main environmental objectives of EU policies on transport and sustainable develop-ment. These objectives include breaking the close link between economic growth and transport expansion, as well as stabilising the "modal split"—the market shares of the different transport modes—at 1998 levels by 2010, then shifting traffic from the roads back to rail and inland waterways.

The report shows that in EU and accession countries energy consumption and greenhouse gas emissions by trans-port are increasing rapidly, mainly due to growth in road transport. Another indicator shows rising land-take by transport infrastructure and increasing pressures on designated nature protection areas.

In the accession countries the environmental pressures from transport are still less than in the EU, but this favourable position is changing fast: Transport volumes are increasing, the proportion of freight and passenger traffic on rail is decreasing, and motorway lengths have almost doubled in the past ten years. The current situation represents a headstart over EU countries toward their stated objectives, an advantage which the EEA warns may very soon be lost.

Printed copies are available from the EEA at Kgs. Nytorv 6, DK - 1050 Copen-hagen K, Denmark, or see this website: <http://reports.eea.eu.int>.

Which Way Up For Equity?

A study by Todd Litman of the Victoria Transport Policy Institute examines transport equity and makes recommendations on how it can be improved in policy making.

Transportation gives people the opportunity to access goods, services and activities and helps determine where people can live, shop, work, go to school, and recreate. Transport therefore affects the equity of opportunity for different people.

The paper defines three kinds of equity: one horizontal, and two kinds of vertical equity. The definitions are a little abstract, so please bear with us: Horizontal equity implies that everyone is treated equally, without regard to any differences between people. Vertical equity between groups can be achieved with regard to ability to pay for a service or to the need for the service.

So, for example, if we were selling socks at a party (and we at Car Busters often do), we achieve horizontal equity if we sell the socks at the same price to all, vertical equity with regard to ability to pay if we sell the socks for less to the poorer partygoers, and vertical equity with regard to need if we sell the socks for less to those who have colder feet. Got that?

The study examines different common measures of transport quality, taking in a huge range of transportation policies, including transport provision, fuel taxation, road maintenance, user charging and infrastructure developments, in an attempt to define what is meant by a "fair" system.

It notes that the vast majority of taxes paying for road funding are currently regressive—the costs are borne proportionally more by lower-income groups—and assesses the equity of different proposals for transport management.

One major obstacle to achieving transport equity is that there is no accepted way of determining transport need. Transport need could refer to that of the physically handicapped or to access to basic services for different social groups. Another problem is that transport management is often a choice between altering the costs or legal regulation, the latter of which is usually enforced by penalty fines: more costs.

The study concludes that the current car-dependent system in much of the developed world, where driving is effectively subsidised, is highly inequitable with regard to need. Transport pricing strategies attempting to address this are unfair to lower income groups with little alternative, but this inequity can be redressed by carefully targeted re-investment of the income back to lower income groups. Pedestrianisation and improvements in cycling infrastructure both yield benefits, and while public transport can be a great benefit to equity, many schemes such as park and ride, do not help significantly.

- World Transport Policy and Practice, Volume 8, Number 2

Download the journal for free from this website: <www.ecoplan.org/wtpp/>.

Taking the Bull by the Horns

The theme of fair reinvestment of transport charges was also picked up by a Transport and Environment seminar "Taking the Bull by the Horns: What Can Europe Do About Urban Transport?" in March 2002.

The seminar, instead of going over the problems and solutions once again, examined why progress was not being made. One of the biggest factors, according to the seminar, is a lack of steady political commitment. Ranking high in the top ten negative factors were poor policy co-ordination, investment and regulatory frameworks, and resistance from press, public and lobby groups.

Europe cannot, or should not, dictate local policy from above, the report concludes, but needs to play a more active role in setting up legislative frameworks. For example, it could recommend that transport-related policies be evaluated against environmental outcome, rather than just impact. The European Commi-ssion, it points out, has to do more than simply promote good practice. A concluding note reaffirms the group's scepticism for improvement through technology alone.

- Transport and Environment

The report can be found at T&E's website <www.t-e.nu/publications.htm>.

Book Reviews

Critiques de livres • Rezensionen • Reseña de libros

To save all you hard-working activists the time and energy of reading all the new books out there, we bring you our very own book reviews to help you decide where to devote your attention.

Critical Mass

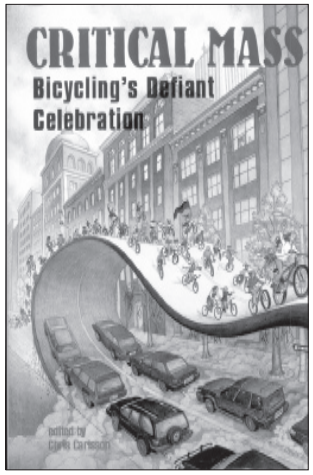
Bicycling's Defiant Celebration

Edited by Chris Carlsson, 2002
AK Press, ISBN 1-902593-59-6

To his credit editor and Critical Mass co-inventor Chris Carlsson doesn't cut out or editorialise what various contributors think is the origin of the name or purpose of Critical Mass (CM): These range from one rider's mostly negative opinion of the word's nuclear origins, and other slightly varied tales of how it started in San Francisco, which is also the geographical source of many of the contributions. To help, there is a humorous glossary with definitions of Critical Mass.

"Critical Mass" is an international name and Michael Bluejay's website (<http://criticalmasshub.com>) helps out on the groovy global feeling. There is some opposition to this: In Prague (which did not make a contribution to the book) riders decided to not call it CM, partly because the translation does not make much sense, and also because there is some aversion amongst opponents of bad globalisation to incorporate yet another English-ism into the Czech language. So the bike ride here is called just that—Cyklojízda.

The CM critique is strong (and let us remember that the person who may have been cycling's greatest advocate ever, Mao Zedong, said "criticism is love"). Many of the comments reflect the never-ending discussion about promoting cycling by irritating auto drivers and the aggro dudes who pick fights with the same. Two exceptions to this—and there are more—are Iain A. Boal telling of the issue probably most CM participants (who I suppose are generally sensitive to labour and industrial problems) are in denial about (mostly in that they don't investigate it themselves) which is the role of cycling in rubber exploitation during cycling's first years; there is also a 1994 piece by London-based x-Chris saying that for him the CM is old and it is time to move on.



Despite his self-acknowledged individualism, x-Chris's perspective seems to be based on experiences in a city where cycling conditions were starting to improve. Good for him that he is sick of the organised CM, even back in the early '90s, and good luck in discovering the new, cool tactic, but CM is still tremendously empowering for riders in cities where less or way less than 100 riders show up (places like Mexico City and Bombay, India, which are represented in the book, and Prague).

Finally, the cover illustration shows two of the most important things about cycling: Two people are seen talking with the woman in the pair gesturing to her riding companion. Sadly, many bike lanes do not have the width to make this possible, though of course cars are always wide enough for a conversation (and we all know many drivers only talk to themselves!). The other is that some bikes are flying, which is one thing we love about cycling, right?

There is a lot more in this book, and no reason not to buy it if you can afford to. You can even translate it, which AK Press and Carlsson have allowed for non-profit purposes.

- Todd Edelman

Edelman works for Cycling and Energy Futures, an NGO based in Prague, Czech Republic: <www.cyklopraha.cz>. Critical Mass, the book, is available from Car Busters; see page 29.

Big Bad World

Cartoon Molotovs in the Face of Corporate Rule

Polyp, 2002
New Internationalist Publications
ISBN 0-9540499-3-4

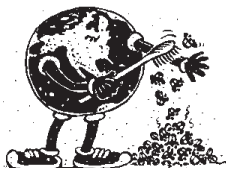
UK-based New Internationalist magazine has been publishing the excellent political cartoons of Polyp (aka Paul Fitzgerald) for years. And now, a collection of Polyp's work has finally been published in book form.

Big Bad World explains the standard anti-globalisation argument in a funny and sometimes extremely intelligent way. The theme is mostly economics, but some attention is given to environmental, animal rights and other issues. - JV

DO SOMETHING, YOU BUNCH OF MANIACS!
WELL! IT'S EASY TO JUST CRITICIZE, YOUNG LADY...
...AND I SUPPOSE YOU'VE GOT AN ALTERNATIVE ALL WORKED OUT, HAVE YOU?
HYSTERICAL ECO-FANATICS! ALWAYS TELLING PEOPLE HOW TO LIVE...
GET YOURSELF A PROPER JOB!
$$ECONOMIC GROWTH
Polyp

Resources

Ressources • Materialien • Recursos



Ooo!...aaah!... It's the Car Busters Resource Centre, where you can consume guilt-free to your heart's content. No, honestly, you can.

Books

Ecocities

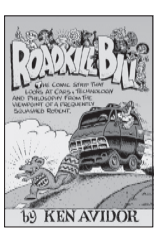
NEW!

Building Cities in Balance with Nature
Richard Register, 2002, 290 pages
EUR 20, £13, US$20, AU$32, or CZK 680

Ecocities outlines a compelling strategy of how to work towards a human habitat that is a boost rather than a drain to the planet's biodiversity. The book is written for planners, architects, environmentalists, activists and anyone who wants to be part of a creative and compassionate process.

Roadkill Bill

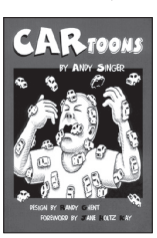
Ken Avidor, 2001, 108 pages
EUR 10, £6.50, US$10, AU$18, or CZK 150



It's the comic strip that looks at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. Here the wonderful, provocative, amusing and sometimes gruesome cartoons are collected together for the first time. Avidor gives voice to the suffering soul of humanity that feels bulldozed and paved over by industrial technology run amok.

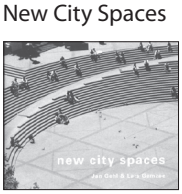
CARtoons

Andy Singer, 2001, 100 pages, optional CD-ROM contains high-resolution TIF images of all graphics
Book: EUR 10, £6.50, US$10, AU$18, or CZK 150
CD-ROM: EUR 4, £2.50, US$4, AU$8, or CZK 80



CARtoons compiles Andy Singer's infamous artwork and makes nearly 90 graphics avail-able for free nonprofit reuse. Features seven chapter texts and a compilation of hard-hitting quotations. A personal and provocative look at our relation-ship with the car, from Ford's first assembly lines to today's "drive-through" society. *CARtoons* doesn't just take a bite out of car culture, it chews it up and spits it out.

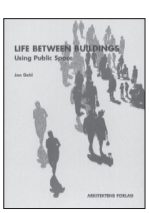
New City Spaces



Jan Gehl and Lars Gemzøe, 2001, 263 pages
hardcover: EUR 45, £30, US$45, AU$90, or CZK 1,665

This beautiful, thoughtful and informative book details the development of public space and public life worldwide over the past 25 years. Through colour photos, text and diagrams, it highlights 39 public spaces that have been won back from traffic.

Life Between Buildings



Jan Gehl, 2001, 202 pages, fourth English edition
EUR 18, £12, US$18, AU$32, or CZK 680

A classic is republished and revised. This book is the best source for understanding how people use urban public spaces. Published in

Divorce Your Car

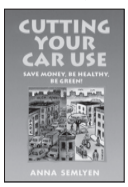
Ending the Love Affair With the Automobile

Katie Alvord, 2000, 320 pages
EUR 18, £12, US$18, AU$32, or CZK 680

Divorce Your Car! speaks to individuals, encouraging readers to change their own behaviour without waiting for broader social change. It provides all the reasons not to drive and the many car-free alternatives.

Cutting Your Car Use

Save Money, Be Healthy, Be Green!



Anna Semlyen, 2000, 160 pages
EUR 7.50, £5, US$7.50, AU$13, or CZK 280

Britain's first personal traffic reduction guide. Packed with constructive, easy-to-follow, practical advice. For anyone who wants to cut their car use, or give up the car completely.

Carfree Cities

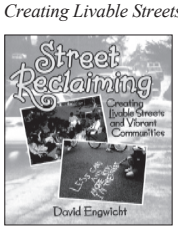
J.H. Crawford, 2000, 324 pages, hardcover

EUR 30, £20, US$30, AU$55, or CZK 1,100

An unapologetic argument for car-free cities combined with a detailed and well thought out plan, the book outlines a city structure carefully designed to minimise environmental impact and maximise quality of life. It gives practical suggestions for implementing Crawford's car-free design in new and existing cities.

Street Reclaiming

Creating Livable Streets and Vibrant Communities



David Engwicht, 1999, 207 pages
EUR 17, £11, US$17, AU$28, or CZK 600

Street Reclaiming not only celebrates the potential of our streets to become vibrant centres of culture and community once again—but also shows you how you can make it happen, whether you're a city official or a resident. A quantum leap beyond traffic calming, the book contains a host of ideas and tools for reclaiming your streets.

Sustainability and Cities

Overcoming Automobile Dependence
Peter Newman and Jeff Kenworthy, 1999, 350 pages
EUR 40, £27, US$40, AU$70, or CZK 1500

The authors make the case that the essential character of a city's land use results from how it manages transport, and that only by reducing car dependence will we be able to successfully accommodate all elements of the sustainability agenda. Includes an updated survey of global cities that examines a range of sustainability factors and indicators, and, using a series of case studies, demonstrates how cities around the world are overcoming automobile dependence.

Public Spaces - Public Life

Jan Gehl and Lars Gemzøe, 1999, 96 pages
EUR 24, £16, US$24, AU$42 or CZK 900

This beautiful book filled with colour photos and maps describes the remarkable qualitative improvements

Alice in Underland

Wolfgang Zuckermann, 1999
EUR 10, £7, US$10, AU$18, or CZK 350

"A curious mixture of nonsense, social satire and surrealist fairy tale, which takes the classical Alice through the dreary landscape of suburban America." Entertaining and insightful.

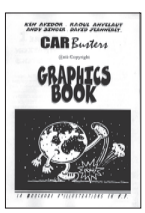
Wise Fool Basics

K. Ruby, Wise Fool, 1999, 96 pages

EUR11, £7, US$11, AU$18 or CZK400

Giant puppet building, street theatre tips, stilt-making…A fantastic book full of useful information and inspi-ration for making direct action imaginative, artistic and creative. Loads of diagrams and photos.

Car Busters Graphics Book



Car Busters, 1999, 44 pages
EUR 5, £3.5, US$5, AU$10, CZK 180

Our *Graphics Book* brings together some of the best graphics on file at Car Busters. Includes info on how to produce attractive fliers, posters, etc. The graphics can be reproduced freely.

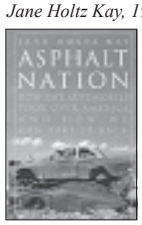
Direkte Aktionen oder Die kleine Blockadefibel

Anonymous, 1999, 52 pages, EUR 3.50 or equivalent

Das Beste aus dem berühmt-berüchtigten Buch Road Raging: Top Tips for Wrecking Road Building. Hilfreiches für Protest-camps, Strassen-parties, Kranblockaden, Car Walking, Subvertising, Informationen zu Rechtlichem und Gruppenprozessen.

Asphalt Nation

How the Automobile Took Over America and How We Can Take It Back
Jane Holtz Kay, 1998, 440 pages

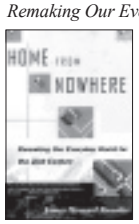


EUR 18, £12, US$18, AU$32, or CZK 680

Asphalt Nation is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency. Demonstrating that there are economic, political, architectural, and personal solutions, Holtz Kay shows that radical change is entirely possible.

Home from Nowhere

Remaking Our Everyday World for the 21st Century



James Howard Kunstler, 1998, 320 pages
EUR 14, £9, US$14, AU$24, or CZK 525

Kunstler offers a way back from the "tragic sprawlscape of cartoon architecture, junked cities, and ravaged countryside" that he described in *The Geography of Nowhere*. Kunstler calls for the res-toration of traditional architecture, sensible urban design principles, and the development of public spaces that meet people's need to interact with one another.

Direct Action Manual

Earth First!, 1998, 152 pages
EUR 6, £4, US$6, AU$10, or CZK 150

In a Hurry?
Order from <www.carbusters.org>.

Not finding what you're looking for?
Our members/subscribers get a 10% discount at <www.detourpublications.com> on over 130 books and other resources on transport(ation) and urban ecology.

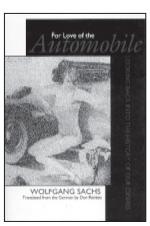
Bike Cult
The Ultimate Guide to Human-Powered Vehicles
David Perry, 1995, 570 pages
EUR 24, £16, US$24, AU$48, or CZK 800

Packed with pictures, this book is a complete guide to (and celebration of) cycling as transport, recreation, sport and way of life. Perry goes beyond just bikes and addresses HPVs of every kind—from bedrock to high-tech, from Leonardo to Schwinn, from rickshaws to rollerblades.

The Geography of Nowhere
The Rise and Decline of America's Man-Made Landscape
James Howard Kunstler, 1994, 304 pages
EUR 14, £9, US$14, AU$24, or CZK 525

Explores and deplores the privatised suburban wasteland that makes up so much of North America today. Not the most technical book on the subject of sprawl, but certainly one of the most entertaining, passionate, readable and accessible. The predecessor to Kunstler's *Home from Nowhere*.

For Love of the Automobile
Looking Back Into the History of Our Desires
Wolfgang Sachs, 1992, 227 pages, hardcover
EUR 40, £27, US$40, AU$70, or CZK 1500



Far more than a means of transport, the car has become a cultural icon for our times. Examining the history of the automobile, Sachs shows how the car gave form to the dreams and desires embedded in modern society—for speed, independence, comfort, status and power—and reshaped our very notions of time and space, our individual and societal values, and our outlook on progress and the future.

Family Mouse Behind the Wheel
Wolfgang Zuckermann, 1992, 30 pages
hardcover: EUR 10, £7, US$10, AU$18, or CZK 350

This colourful book teaches children the problems of car culture through the eyes of a family of anthropomorphised forest mice, who decide to buy a car, build a road into their previously intact forest, and eventually, create an urban hell. An eye-opener complete with the obligatory moralistic message.

The End of the Road
From World Car Crisis to Sustainable Transportation
Wolfgang Zuckermann, 1991, 300 pages
EUR 10, £7, US$10, AU$18, or CZK 350

There are half a billion cars on the planet, and this book takes a long, hard look at the contrast between the image and the reality of this fact. Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, alternative transport modes, restructuring public transport and rearranging our lives.

NEW!

Critical Mass
Bicycling's Defiant Celebration
Chris Carlsson, editor, 2002, 256 pages
EUR 20, £13, US$20, AU$38, or CZK 600

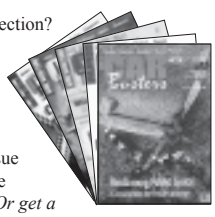
This leaderless, grassroots social movement cuts through the noise and inertia of car-clogged urban transport and teaches us to carve a wedge of our city for our dreams. So says essayist Anna Sojourner in this pushy and irreverent collection of inkworthy social critique and optimistic celebration. Four dozen contributors document, define and

"Freesources"

A growing selection of free texts available in several languages and file formats from <www.carbusters.org>:

- *Energy and Equity* by Ivan Illich
- *The Social Ideology of the Motorcar* by André Gorz
- *Hypermobility* by John Adams
- *The Secret History of Lead* by Jamie L. Kitman
- *American Ground Transport* by Bradford Snell
- *Time Pollution* by John Whitelegg
- *The Importance of the Car to the Modern Economy*
- *Depaving the World* by Richard Register
- *Road Raging: Top Tips for Wrecking Roadbuilding*
- *Evidence on the Effects of Road Capacity Reduction on Traffic Levels* by Phil Goodwin et al.

Car Busters Back Issues

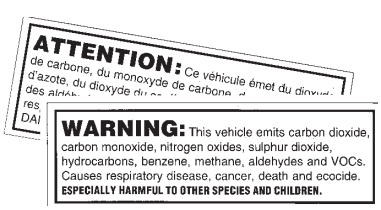


Have an incomplete collection? Looking for a perfect gift? Not knowing how to best invest your money for long-term growth? Well, look no further! Get any back issue of Car Busters for a mere *EUR 2 / US$2 / £1.25. Or get a complete set (16 issues so far) for EUR 20 / US$20 / £12.50 (Western Rate) or EUR 10 / US$10 (Eastern Rate). Issue no. 1 is only available as a black/white bound photocopy.*

Stickers

"One Less Car" Bike Stickers
Available in Czech, Dutch, English, Finnish, French, German, Norwegian/Swedish/Danish, Polish, Romanian, Serbo-Croatian, Slovakian and Spanish. Sized for bike frames, water-resistant.
Ten stickers: EUR 2, £1.30, US$2, AU$3, or CZK 40

The famous "One Less Car" sticker has become multilingual. Show drivers that your bike is not a part


ATTENTION: Ce véhicule émet du dioxyde
de carbone, du monoxyde de carbone
d'azote, du dioxyde du carbone
des aldéh
WARNING: This vehicle emits carbon dioxide, carbon monoxide, nitrogen oxides, sulphur dioxide, hydrocarbons, benzene, methane, aldehydes and VOCs. Causes respiratory disease, cancer, death and ecocide.
ESPECIALLY HARMFUL TO OTHER SPECIES AND CHILDREN.

of the traffic problem.

"Cancer Warning" Stickers
Big hard-to-remove stickers for cars.
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For 15 stickers: EUR 3, £2, US$3, AU$5, or CZK 80

Stop-Sign Improvement
One: EUR 0.75, £0.50, US$0.75, AU$1.50 or CZK 25
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Forty-six centimetres long. Bright red. These big glossy vinyl stickers are just the right size to go under the word "STOP" on stop signs. You can see them all over in Berkeley, California and Chapel Hill, North

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***The prices above** are calculated for "Over-Developed World" residents, in each of the currencies that we accept. Single copies cost EUR/US$3 or equivalent. Eastern Europeans and "Global South" residents wanting magazine subscriptions or single copies can pay 1/3 the Western rate.*

*Distribution Orders **(5 or more copies): EUR/US$2 each or equivalent (you sell at EUR/US$3 and keep the difference). In Eastern Europe and the "Global South," you buy at EUR/US$0.66 and sell at EUR/***

Videos/Other

Autoschreck (Car-Fright)
NEW!
1994, 17 min., European PAL format
EUR 20, £12.50, US$20, AU$36, or CZK 600

The car is taking over the city. Michael Hartmann refuses to bow to them, refuses even to divert around the cars illegally parked on the pavement (sidewalk). *Autoschreck* is a documentary about a man discharged from a mental hospital for being perfectly normal. He was just giving the cars a taste of their own medicine.

We Are Traffic!
1999, 50 min., specify PAL or NTSC format
EUR 25, £17.50, US$25, AU$47, or CZK 886

A chronicle of the history and development of the "Critical Mass" bicycle movement from its beginnings in San Francisco in 1992 to its spread across the globe.

Return of the Scorcher
1992, 30 min., specify PAL or NTSC format
EUR 25, £17.50, US$25, AU$47, or CZK 886

A look at bike culture and lifestyles around the world with beautiful and inspiring scenes of bike use filmed in China, The Netherlands, Denmark and the USA.

MATE Booklet and Map
(Map of Activities on Transport in Europe)
A SEED Europe, 2000
EUR 7, £4, US$7, AU$12, CZK 250

A comprehensive guide to what is happening in the spider-like murky web of European transport including an overview of TENs and

CAR BUSTERS AIMS TO BUILD AND MAINTAIN THE INTERNATIONAL CAR-FREE MOVEMENT. ITS PROJECTS AND PUBLICATIONS ASSIST PEOPLE AROUND THE WORLD TAKING ON CAR CULTURE AND PROMOTING ALTERNATIVE WAYS OF LIFE. CAR BUSTERS AIMS TO FACILITATE EXCHANGE AND COOPERATION AMONG ACTIVISTS AND CAMPAIGNERS, REACH OUT TO THE PUBLIC, INSPIRE NEW ACTIVISTS AND CHANGE THE WORLD.

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- PRINT AND ON-LINE RESOURCE CENTRE
- BI-ANNUAL EUROPEAN CONFERENCES
- WORLD CAR-FREE DAYS COORDINATION
- MONTHLY E-MAIL NEWS BULLETIN
- WORLDWIDE CONTACT DIRECTORY
- AUTOHOLICS ANONYMOUS
- INDEPENDENT BOOK PUBLISHING
- INTERNATIONAL ACTIVIST NETWORK

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[includes a one-year magazine subscription, a copy of Andy Singer's "CARtoons," and an assortment of bike stickers]

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[includes a one-year magazine subscription, a copy of "CARtoons" and a copy of "Roadkill Bill" by Ken Avidor]

o Saviour - US$100/**EUR**100/£60*
[includes a two-year magazine subscription, a copy of "CARtoons" and a copy of "End of the Road" by Wolfgang Zuckermann]

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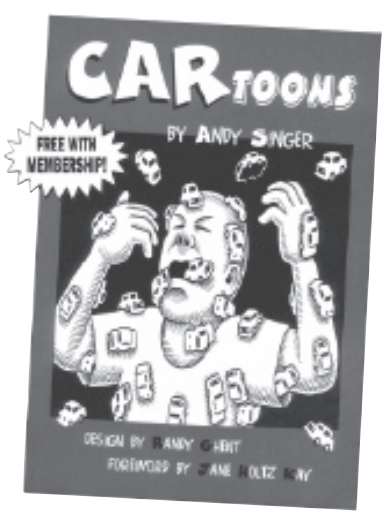

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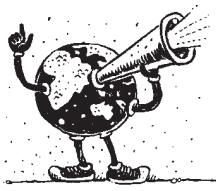


Have something to announce? Send it in by the next deadline. It will cost you nothing and may make you famous.

The UK Dragon Reawakens

As softly as the UK Government reintroduced its roadbuilding programme, so softly do the activists rise to protect the land once again. Road Alert, an independent media site (<www.roadalert.org.uk>), evolved as a result of the recent End of The Road Gathering and covers the on-going campaigns around the country.

The big news now is the resurrection of the South Coast Superhighway scheme, devised by the previous government to be installed piecemeal as a series of more innocuous local bypasses. Activists had believed the scheme was killed with the arrival of the Labour government in 1997, but now it looks like the scheme's been dusted off and given a new start.

- Road Alert

College Class Offered on Alternative Transport

B. Bunting, of environmental consultancy firm JBI Inc. and author of the book Another Way to Get There, has put together a lecture class on the Amcars system and alternative mobility. Amcars is a system of Personal Rapid Transit (PRT) designed by Bunting and described in the book.

So far the course has been given at two community colleges in the US, but Bunting's interested in opportunities to conduct the course (four one-and-a-half hour classes) elsewhere in the world.

Contact Bunting at 212 Prospect St., Fort Morgan, CO 80701, USA, or e-mail <jbiinc@twol.com>.

A Choice of Calendars

The 2003 Cycle-Recycle Calendars are available from The Bicycle Network. The calendar was compiled with the help of 16 organisations across North America, and celebrates cycling and bike culture globally.

The 2003 calendars cost US$9-11 or CAN$10-12. Contact The Bicycle Network at P.O. Box 8194, PA 19101, USA, or e-mail them at <cyclerecycle@hotmail.com>.

Meanwhile, Re~cycle, in the UK, has also put together a calendar, compiled by one of their volunteers in South Africa. Re~cycle <www.re-cycle.org> is an organi-sation which ships used bicycles to the developing world. Proceeds from the calendar will help Re~cycle's work.

The price is £6.60 (surface mail) or £8.20 (air mail). Call +(44)1206-38-2207 or e-mail <info@re-cycle.org>.

Car Busters Announcements

Worldwide Directory Thrives

A big warm thank you to all the groups who've volunteered information to make the Worldwide Contact Directory the bulging resource it is, currently listing 300 transport activist groups from around the world. If you haven't registered your group, you'd better have a good excuse ready. Register on-line, or by e-mail or post. Groups can now update their own infor-mation on-line, so you can all help to keep the information up to date.

The directory is available on-line at <www.carbusters.org/directory>.

Car Busters Offers Honest Living

Car Busters is looking for a staff member to provide long-term organisational stability by joining the collective for two years or more. If you have a good number (but not necessarily all) of the following attributes, then you could be among the finalists: strong English writing and editing skills, a sense of humour, publication layout skills, web design ability, an activist perspective, communications/media skills, campaigning experience, extensive knowledge of transport(ation) issues, fundraising experience, self-motivation/initiative, and a desire to pull these all together to stir things up at the international level. Please send us your resume (CV) and a cover letter describing yourself, your motivation, and your relevant skills and experience.

E-mail us at <info@carbusters.org> or write to Krátká 26, 100 00 Prague 10.

New Year Membership Bonus

Anyone joining Car Busters as a member in the New Year will receive a copy of the Funny Weather comic book on climate change by Kate Evans, distributed by Rising Tide. This on top of all of the other bonuses that membership offers (CARtoons by Andy Singer, an assortment of stickers, and the knowledge that you're helping us out) means that membership is now essential for all but the most financially destitute. After the end of April the booklet, a punchy and well-researched introduction to the ins and outs of global warming, will be reserved for Saviour members only, but will be available on our freshly redesigned website.

FUNNY WEATHER, WERE YOU LAUGHING AT THE HOTTEST JULY YET, DEAR?
everything you didn't want to know about climate change but probably should

New in the Resource Centre

"Autoschreck" (Car Fright) is a video documentary, available in English or German, about Michael Hartmann, a man whose refusal to bow to the cars blocking pedestrian life in a city has seen him arrested and even committed to a psychiatric hospital. Finding his way blocked, he simply walks over the cars. See p. 29 for prices.

Conferences

Towards Car-Free Cities III

The conference, March 17-22 in Prague, is shaping up to be very productive, stimulating and fun. Some 75 participants from across Europe and beyond will join us for the week of discussions, strategy sessions, presentations and walking and biking tours. We will be particularly focused on practical strategy for car-free days and getting car-free cities actually built. Confirmed presenters include J.H. Crawford (author of Carfree Cities, editor of Carfree.com), John Whitelegg (editor of World Transport Policy & Practice), and Lars Gemzoe (co-author of New City Spaces and Public Spaces—Public Life).

Due to limited space, now is the best time to register to attend. Everything can be found at <www.carbusters.org/conference>, or just contact Car Busters.

ITDP International Seminar on Human Mobility in Bogotá

As long-term Car Busters readers will be aware, the city of Bogotá, Colombia, has made some remarkable achievements—Latin America's largest network of cycle lanes, rapid bus transit, the world's longest pedestrian corridor, and the planet's biggest car-free day. The International Seminar on Human Mobility, February 6-9, is your opportunity to exchange knowledge and experiences with the people who have led this remarkable transformation. And all proceeds from the seminar will be donated to projects benefiting improved mobility for children and disadvantaged groups in Bogotá.

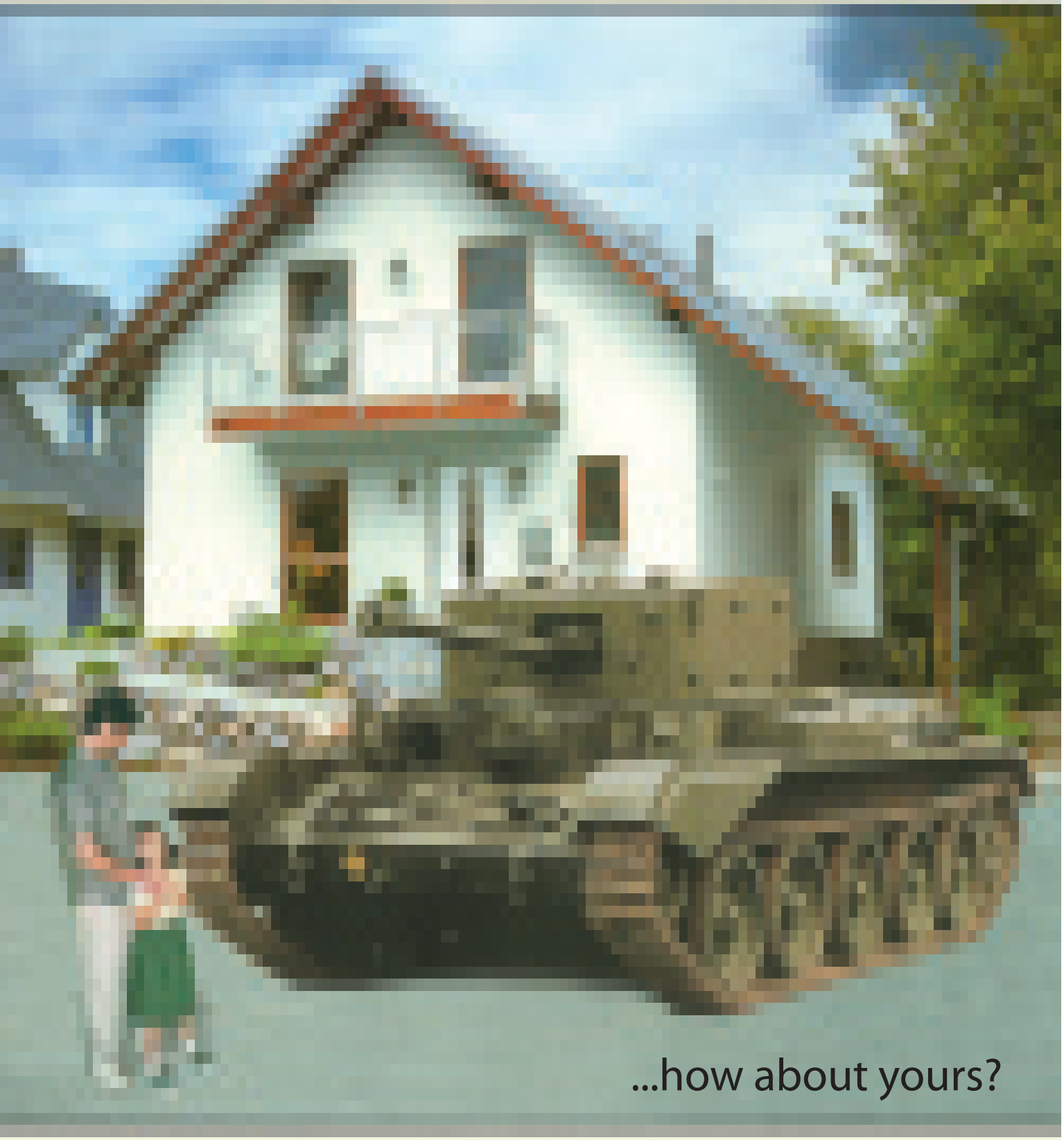
For more details see <www.itdp.org/ISBH>, or write to ITDP, 115 West 30th Street, Suite 1205, New York, NY 10001 USA.

Ecocity Internet Conference

A five-month Internet conference will con-tinue and expand the dialogue on urban and ecocity development (see Car Busters no. 15 for an article about the Ecocity movement) that begun at the Fifth International Eco-City Conference held in China, August 2002.

Registration is free and open to all, see <www.ias.unu.edu/proceedings/icibs/ecocity03> for more info.

My child is safe.



When it comes to your most precious cargo, you can't compromise with safety.

There's no price too great to pay to know that you and your loved ones are safe. In a Bummer, you can be sure that if anyone's going to die on the roads tonight, it won't be you.

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We care about the environment.

DOLPHIN SAFE

Certified Dolphin Friendly.

Owners manual printed on recycled paper.